

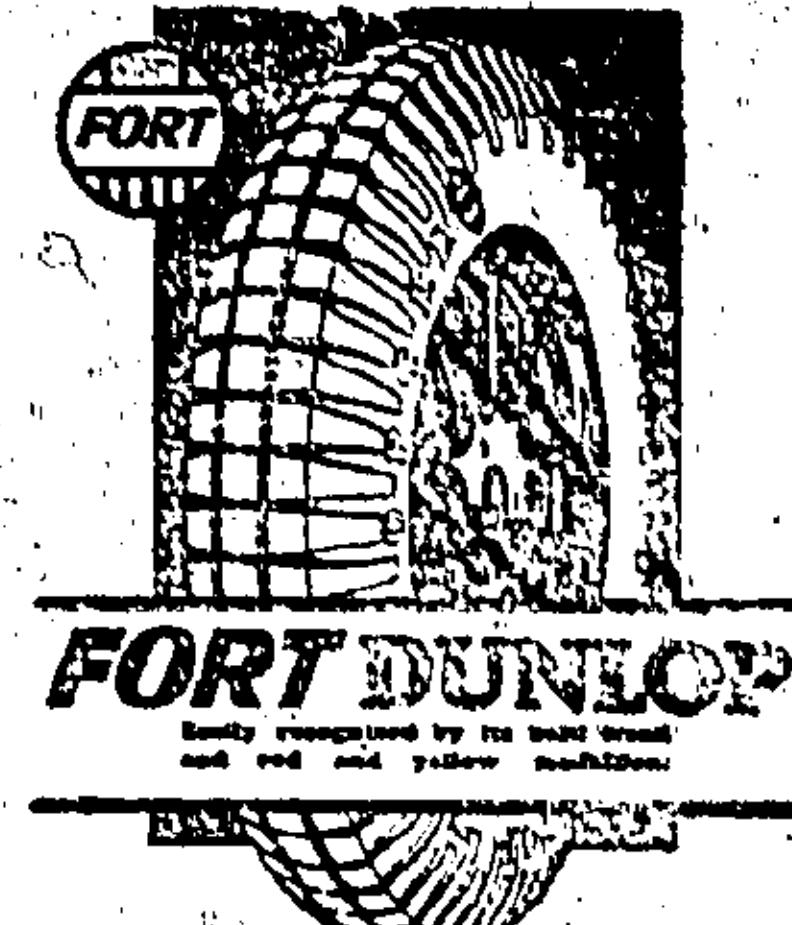
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ITALIAN QUAKE CASUALTIES.

LATEST REPORT SAYS 1,883 DEAD.

CONFLICTING REPORTS NOW EXPLAINED.

BIG RELIEF PROBLEM.

Naples, July 25. The conflicting figures regarding the earthquake casualties, in which connexion the latest official returns say that 1,883 were killed, are explained by the number of dead who cannot be identified, and also by the number missing, some of whom may be either refugees or among the dead.

Numerous casualties were caused by the practice of Mediterranean peoples of placing large stones on the roofs of their houses to prevent fierce gales from carrying off the tiles.

These heavy stones, when the earthquake rocked the buildings, made the roofs crash in, burying the occupants.—*Reuter*.

Re-Housing Problem.

Benevento, July 25. Thousands of homeless people are camping throughout the country-side, many clad only in their night attire. The problem of re-housing these people is a most formidable one.—*Reuter*.

Villages Destroyed.

Rome, July 25. As far as is at present ascertainable, twenty-five villages have either been destroyed or badly damaged by the earthquake, of which nine are in the Province of Avellino.

The houses destroyed were not, generally speaking, of great value.—*Reuter*.

A Further Shock.

Rome, July 25. A further shock at Ariano caused only one death, but it has renewed the state of panic and accentuated the tremendous relief problem.

The populace is disregarding Mussolini's edict against making charitable contributions. Offerings are steadily pouring in at the Prime Minister's office, and these have already reached over a million lire.—*Reuter*.

King George's Sympathy.

London, July 25. King George has sent the following telegram to King Victor Emmanuel:—"I grieve to learn of the terrible earthquake in Southern Italy, resulting in serious loss of life and property, and I deeply sympathise with you and your people in this calamity."

King Victor, in reply, expressed gratitude for the message.—*British Wireless*.

Visit by the King.

Naples, July 25. The news that King Victor Emmanuel's special train had entered the earthquake zone this morning spread like wildfire, despite the destruction of communications, the victims passing on the words "the King is coming."

There were very touching scenes of loyalty. For example, in many cases the red, white and green flag of Italy was improvised from coloured rags and hoisted on tents and huts where the sufferers are camping. The words "live the King" were written on the walls of huts and ruined houses in red dye extracted from crimson flowers.—*Reuter*.

Destruction at Villa Nova.

Villa Nova, July 25. Altogether 250 bodies have already been taken from the ruins at Villa Nova. Over five hundred are injured. In the course of a 250 mile drive through the devastated area a correspondent saw village after village wholly or partly destroyed but the worst spectacle was at Villa Nova, where nearly every house was demolished. Shops, the palace of the Marquis de Villa Nova and the Church, were in ruins.

All survivors supplied with rations are camped in fields and soldiers are guarding the town, allowing no one to enter. Similar—*Continued on Page 12*.

THE DAVIS CUP FINAL.

AMERICA & FRANCE EACH WIN EVENT.

COCHET DEFEATS LOTT

Paris, July 25. As a result of the first day's play in the challenge round of the Davis Cup Competition, the United States and France are level, each having won a singles. The match between Tilden and Borotra resulted in a win for the former by three sets to one, the scores being 2/6, 7/5, 6/4, 7/5.

The Auteuil Stadium was packed when Tilden and Borotra began their match. The Frenchman played at the top of his form in the first set, but the American asserted his definite superiority thereafter, wearing down his opponent with his famous cannon balls, until the fourth set, in which Borotra, although almost collapsing, levelled up from 1/4 to 5/5. The Frenchman heroically stood up against the terrific drives, smashes and services of Tilden, but he had to concede the next two games and match.

Cochet Beats Lott.

France turned the tables in the next match when Cochet beat Lott in straight sets, the scores being 6/4, 6/2, 6/2. Cochet's usual nonchalance caused misgivings among his supporters. He allowed Lott to lead by 4/3, in the first set, but the Frenchman's superb placing enabled him to take the lead at 5/4. Lott, by double-faulting, threw away the set after he had forced deuce in the next game.

The American was no match for Cochet's beautiful drives and half-volleys in the second and third sets.—*Reuter*.

AIR RACE ROUND EUROPE.

BRITISH ENTRANTS STILL IN THE LEAD.

London, July 25. Captain Broad, one of the British competitors, was the first to arrive at Vienna in the round Europe air race. Mr. Alan Butler, also in a Gipsy Moth, flew in a few minutes afterwards and he was followed by Mr. Thorn, half an hour later in his Gipsy Avian machine.

These three are still the leaders in the race. The other competitors have been held up at Pau since July 23 through bad weather, the conditions, including heavy rain, having made the contest extremely difficult.

It is pointed out, however, that speed only counts 200 out of the 500 points awarded in the contest which is largely a reliability test.—*Reuter and British Wireless*.

PRINCE ABANDONS AIR TRIP.

RETURNS AFTER GETTING HALFWAY.

London, July 25. H.R.H. the Prince of Wales left London to-day to fly to Carnarvon to open the Royal Welsh Agricultural Show.

The visibility and other conditions were so bad that a landing was made in Birmingham, about halfway. After waiting two hours for conditions to clear, the Prince, on the insistence of the Air Ministry, abandoned hope of proceeding further and returned to London.

The Prince had never had to postpone or abandon an air journey before this week.—*British Wireless*.

NATIONAL GALLERY TRUSTEE.

PRINCE OF WALES ACCEPTS APPOINTMENT.

London, July 25. H.R.H. the Prince of Wales has accepted the invitation of the Lords of the Treasury to become one of the Trustees of the National Gallery, in succession to Sir Herbert Cook, whose term has expired.—*British Wireless*.

TEST MATCH SCORE.

AUSTRALIANS 275 FOR SEVEN.

BRADMAN CAUGHT

London, July 25. The new bowlers introduced into the English team for the Fourth Test Match which started at Manchester to-day kept the Australian scoring down and assisted considerably in the capture of seven wickets. At the close of play to-day, the Australians had made 275 for seven wickets, the detailed score being as follows:

AUSTRALIA. 1st INNINGS.

W. M. Woodfull, st Duckworth	54
b Tate	54
b H. Ponsford, b Hammond	83
D. Bradman, c Duleepsinhji,	4
b Peebles	14
A. F. Kippax, c Chapman, b Nichols	51
V. Y. Richardson, b Hammond	1
S. J. McCabe, l.b.w. b Peebles	4
W. A. Oldfield, b Nichols	2
A. Fairfax, not out	21
C. V. Grimmett not out	21
Extras	24
Total (7 wkt.)	275

Fall of Wickets.

1 for 106 (Woodfull); 2 for 138 (Bradman); 3 for 184 (Ponsford); 4 for 189 (McCabe); 5 for 190 (Richardson); 6 for 239 (Kippax); 7 for 243 (Oldfield).
--

Before the match started it was announced that Goddard was playing in the English team instead of Robins, the side being:

Chapman, Duleepsinhji, Goddard, Peebles, Hobbs, Sutcliffe, Hammond, Tate, Leyland, Duckworth and Nichols.

The Australian team was announced as follows:

Woodfull, Ponsford, Bradman, Kippax, Oldfield, Grimmett, Richardson, Wall, Hornibrook, McCabe and Fairfax.

Woodfull Wins Toss.

Australia won the toss and Woodfull elected to bat before a crowd of 20,000 in sunny weather. There had been no rain for twenty-four hours and the wicket had recovered from the drenching it had received earlier. Woodfull and Ponsford opened for Australia and Chapman called upon Tate and Nichols to open England's attack.

The latter, finding no foothold at his bowling end, repositioned sawdust.

The state of the wicket kept scoring at a very slow pace. Woodfull and Ponsford put up a solid defence and took no risks.

The 50 went up in 85 minutes and it was 70 minutes before the first boundary hit was recorded.

Steady batting was maintained and the first change in the bowling was when Goddard came on. His spinners were respected but Woodfull and Ponsford were still together at the lunch interval when the score was 75 for nil, the captain being 37 and Ponsford 30. Up to this time there had been eight extras.

Bradman Caught.

Five wickets fell, however, before tea-time in 205 minutes. Tate separated the opening pair when from one of his fast ones Woodfull was taken behind the stumps by Duckworth. Bradman came out to join Ponsford who was still scoring nicely, but the wizard of the team did not stay long.

The Scotman, Peebles, who was included specially to get out Bradman managed to do the trick.

He got him caught at the slips by Duleepsinhji and Chapman, the English skipper, was as pleased that he embraced Duleepsinhji. Bradman had contributed only 14 to the score, the second wicket falling at 138.

Ponsford was the next to go. He was clear bowled by Hammond after a double innings of 83 compiled in 230 minutes. Ponsford hit five fours and went on to make the side's highest score after the slowest but surest start.

McCabe came out only to go back very quickly. After he had made four runs he was taken l.b.w. by Peebles, and Richardson's wicket fell for the completion of just a solitary run. Richardson was clear bowled by Hammond after scoring a single.

(Continued on Page 12.)

AERIAL RAID ON CHENGCHOW.

RESIDENCES DESTROYED AND LIVES LOST.

LEGATIONS AND WANG.

Peking, July 25. The destruction of thirty residences and the loss of 100 lives as a result of the sudden Nationalist air raid on Chengchow during the past three days is reported by the party of foreign and Chinese journalists who visited Chengchow and who returned to the city this evening.

It is understood that plain clothes Kuominchun troops have again made an appearance in Pangfow, a strategic position on the Tientsin-Pukow Railway between Nanking and Hsuehchow. Pangfow was greatly excited yesterday, but the Nationalist defenders eventually dispersed the raiders after a short encounter. The Kuominchun raiders aimed to destroy the railway to cut off the Nanking communication with Hsuehchow and Tainan.

Results in Brief.

Derbyshire beat Surrey by 199 runs at the Oval.

Warwick won on the first innings against Hampshire at Bournemouth.

Notts. won on the first innings v. Sussex at Brighton.

The match between Yorkshire and Northants was abandoned, not a ball being bowled and each team taking four points.

Kent beat Somerset on the first innings at Maidstone.

Lancashire won on the first innings against Essex at Leyton.

Middlesex won on the first innings against Warwick at Birmingham.

The Leicester-Glamorgan match was drawn.

The Honours List.

The principal batting and bowling performances during the matches which ended to-day are set out below:

Batting.

Nichol (Worcester)	262
Cook (Sussex)	137
Payton (Notts)	119
Hulme (Middlesex)	117
Brown (Hants)	113
Smith (Derby)	107
Townsend (Derby)	102
G. Gunn (Notts)	96

* Not out.

Bowling.

Mitchell (Derby)	5 for 40
and	4 for 40
Slater (Derby)	5 for 46
Shepherd (Surrey)	5 for 42
Freeman (Kent)	6 for 50
White (Somerset)	7 for 81
Hopwood (Lancs.)	5 for 18
Paine (Warwick)	5 for 98
Astill (Leicester)	4 for 34

Derbyshire v. Surrey.

High scoring by Derbyshire in their second innings proved the deciding factor in the match at the Oval when Derbyshire won by the comfortable margin of 199 runs. They made only 162 in their first innings when Shepherd was in good form with the ball. He took five for 42. Mitchell, however, was in equally good form for Derbyshire and he took five of the Surrey wickets for 40 runs, the team being dismissed for 188, four behind the Derbyshire total.

In Derbyshire's second innings a big stand was made by Smith and Townsend. The side declared at 305 for four wickets after Smith had been dismissed at 107. Townsend carried his bat for 102. Surrey failed miserably in their second knock, being sent back for 110. Slater took five for 46 and Mitchell four for 40.

Worcester v. Hampshire.

Worcester declared at 483 for nine wickets in their first innings when Nichol did the greater part of the scoring and was not out after a magnificent total of 262. Hampshire replied with 312, of which Brown contributed 118. In the second innings Worcester made 114 for one wicket.

Notts. v. Sussex.

Cook contributed 137 of the total of 325 made by Sussex in the first innings. Notts. replied with 383, Payton being not out at 119. George Gunn was unlucky, missing his century by four runs. In their second knock Sussex made 220 for eight.

Kent v. Somerset.

The Commandant at Kovno has deported the ex-Premier, M. Valdemaras, as being a danger to the public order.—*Reuter*.

(Continued on Page 12.)

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VERANDAH FALLS ON WATERFRONT.

TWO CHINESE STRUCK BUT NARROWLY ESCAPE.

A considerable hubbub was set up, shortly before 5.30 yesterday evening, by the collapse of a portion of the verandah of No. 144, Connaught Road Central, a corner building situated at the junction of Cleverly Street and the central waterfront.

Signalled as a "building collapse" in the preliminary report sent over the telephone to Police and Fire Headquarters, it attracted a considerable number of the personnel of the two Departments to the scene.

It was found that the corner section of the verandah structure at the angle of the building occupied by the East Asia Hotel had become partially detached from the main structure, the two topmost sections having collapsed and their debris being strewn over the roadway.

The tram-lines were blocked, and for a time trams ceased running while firemen got to work with picks and shovels, clearing a passage to enable resumption of traffic.

The mishap, which occurred at a point directly opposite the Po Tak Wharf, is traced to the direct work of the preceding night's storm. Exposed to the wind, and with the support sockets being apparently loosened by the attendant heavy downpour of rain, the collapse of this part of the building was presaged by a preliminary fall of bricks which came down at intermittent intervals.

Hearing the clatter of falling missiles, the people belonging to the provisions shop next door made a bolt, they say, into the rear portion of their premises, with the natural desire to get as far as possible out of range.

Five minutes later, they say, they heard a rumble, and discovered that the corner verandahs of the two topmost stories had come down.

Nearly Hit a Tram.

In falling, the debris missed an East-bound tram which had just turned the corner into Cleverly Street.

No casualties were caused, and it would appear that ample warning had been received by people using this very busy part of the waterfront from the preliminary shower of bricks.

Two fokis belonging to a refreshment stall situated just round the corner in Cleverly Street, are stated to have had a narrow escape. They were caught under the fall of debris, but by pressing back closely against the wall, escaped the full weight of the falling material. They were seen by the shop people next door finally emerging from the heap, shaking the earth from their bodies, quite unscathed.

Collectively, it was but a small pile of earth and other material that after the collapse was heaped up by the shovels of the firemen to one side of the roadway. Spectators, however, continued to stay for some considerable time after the start of the operations, clustered thickly on a near-by water tank and on the decks and awnings of river-steamer.

The Inspector-General of Police (Hon. Mr. E. D. C. Wolfe) was present supervising operations.

Small Dwelling Collapses.

Also probably owing to the heavy rains, a small Chinese house

situated at the Tit Hang Village, near Aberdeen, collapsed yesterday and a Chinese, the sole occupant, sustained injuries and was taken to hospital. The house, not numbered, was formerly used as a kiln, and had for some time been in a dilapidated condition.

ATTACK ON FORMER MASTER.

EX-EMPLOYEES ON SERIOUS CHARGES.

Eight men were brought before the Kowloon Magistrate on remand yesterday afternoon on charges of burglary, assault and in some cases of receiving stolen property, instead of the original and more serious count of armed robbery.

The men, including one who described himself as being only 15 years of age, were alleged by the prosecution to have broken into a hut in the Shamshui Po District during the night of July 1 and, armed with iron bars, committed an assault on two occupants. They later decamped, taking with them clothing and money to the value of about \$50. The two victims were removed to Hospital suffering from numerous injuries.

It was stated to the Police that some of the men had formerly been employed by the complainant who accordingly had them pointed out and arrested. The arrest of the remainder followed, part of the stolen property being found in their possession.

Detective Sergeant Meadows indicated to his Worship that it was the belief of the Police that the first four defendants had engaged the others to assist them to attack the complainant but that the hired men had not been reliable and had stolen a quantity of clothing.

His Worship, in convicting the first four defendants, and the boy of burglary, intimated that in the case of the former fokis of the complainant they had to take their share of the burglary, but in passing sentence he would take into consideration the fact that the burglary was not a burglary in the ordinary sense of the word. The first four men were also convicted of assault. Another man was convicted of receiving stolen property, while two of the men were discharged on account of insufficient evidence against them.

The first four men were each given five months' hard labour on the two charges on which they were convicted while the boy was given four months, he having three previous convictions for larceny. The receiver was sentenced to six months' hard labour, he having a previous conviction for wounding in 1917, after which he served a term of banishment.

MORE FOSSILS.

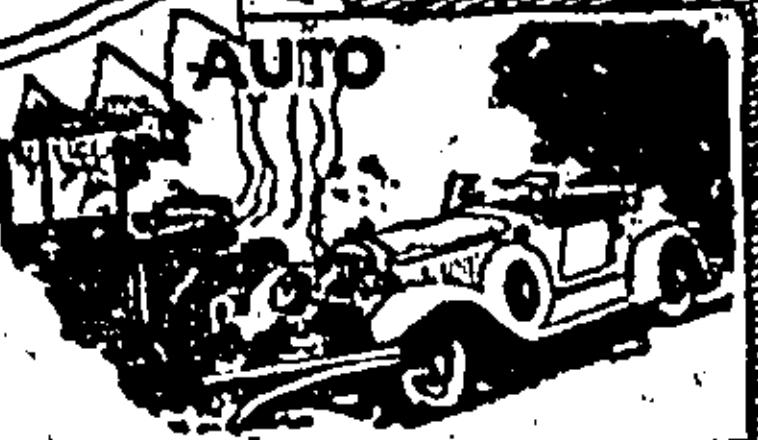
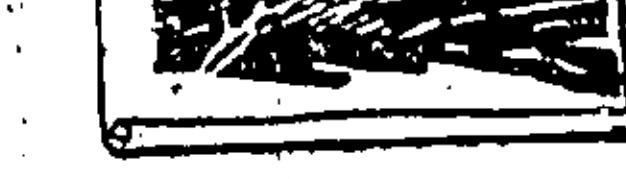
MR. ROY ANDREWS IN PEKING AGAIN.

Peking July 25.

Mr. Roy Chapman Andrews, who returned to Peking yesterday evening for another brief visit, reports that he left his expedition hard at work on a fossil deposit near the Outer Mongolian border, which had yielded very successful results, some very fine material having been discovered at a place where there were a number of shovel-toothed mastodons, traces of which had been found in 1928, evidently originally trapped in a bog. —Reuter.

situated at the Tit Hang Village, near Aberdeen, collapsed yesterday and a Chinese, the sole occupant, sustained injuries and was taken to hospital. The house, not numbered, was formerly used as a kiln, and had for some time been in a dilapidated condition.

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OBITUARY.

DEATH OF YOUNG SCOUT IN HONGKONG.

After only a few months residence in Hongkong, Peter Dalziel, the 12-year-old son of the Chief Officer of the Haiyang, died at Kowloon on Thursday.

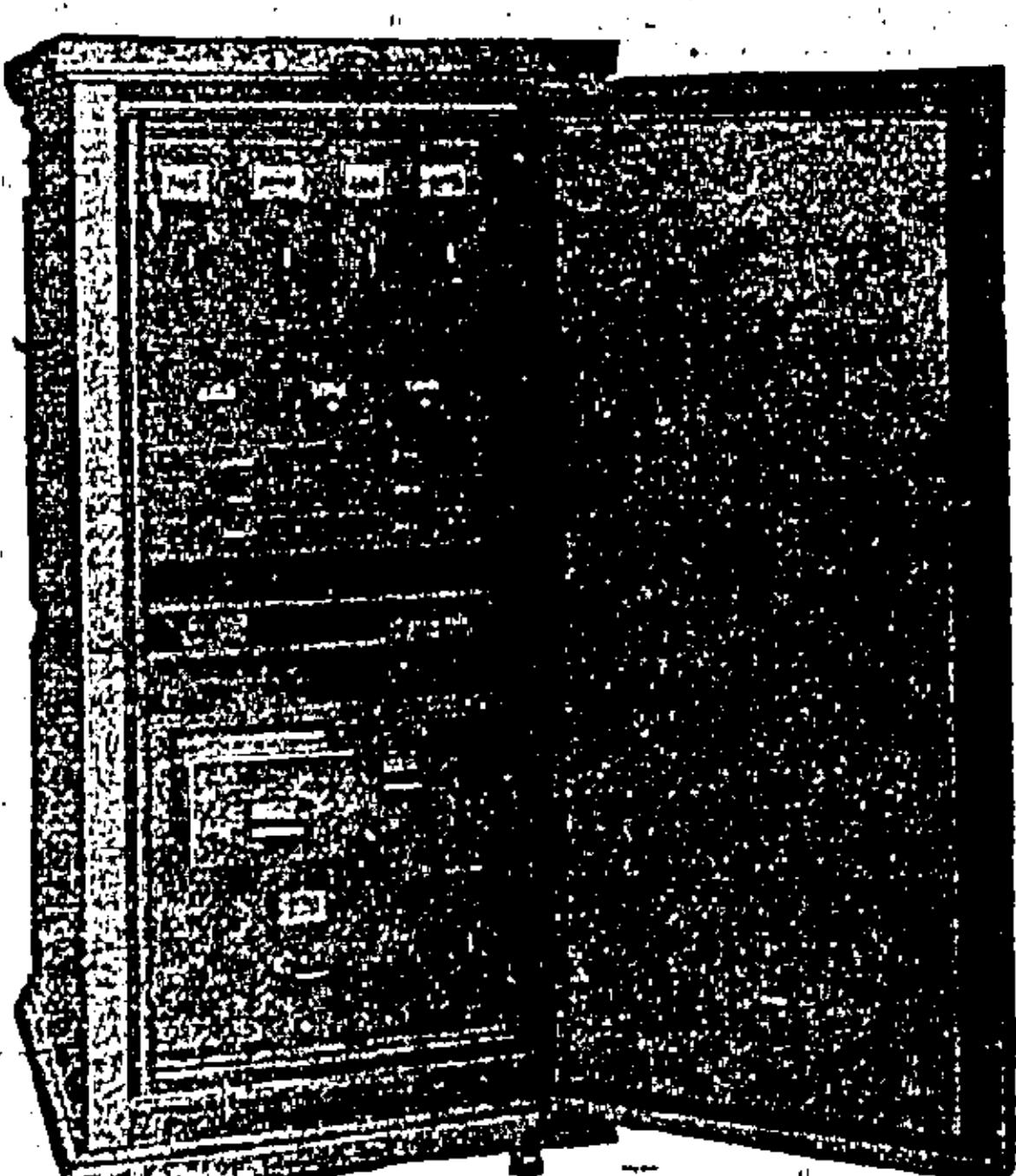
A popular member of the recently formed Kowloon Dock troop of Boy Scouts, Peter was an Australian and already popular with his fellows. His troop mates were well represented at his funeral at the Happy Valley cemetery yesterday morning.

Funeral of Late Mrs. F. H. W. Haynes.

Many mourners attended the funeral of the late Mrs. Magdalene Haynes, wife of Mr. F. H. W. Haynes, of Zetland Hall, caretaker of the Masonic Hall. She was buried at Happy Valley yesterday afternoon. Father R. S. Brookes was the officiating priest.

Among the many wreaths sent were those by the Armament Artificers of the R.A.O.C., the Chinese Clerical and Workshop Employees of that Corps and the United Service Masonic Lodge. Many representatives of the R.A.O.C., of which Mr. Haynes had been a member, were present, and others who were at the graveside included Colonel Stokes, Lieut. Mocklen, Messrs. E. C. Kerrison, P. Knight, A. Grimmitt, T. Carr, S. Kelly, W. Hollands, J. Hollidge, M. Woods, A. Gillard, J. Smith, T. Fox, L. Whant, H. Hartridge and Mr. and Mrs. W. Bickford.

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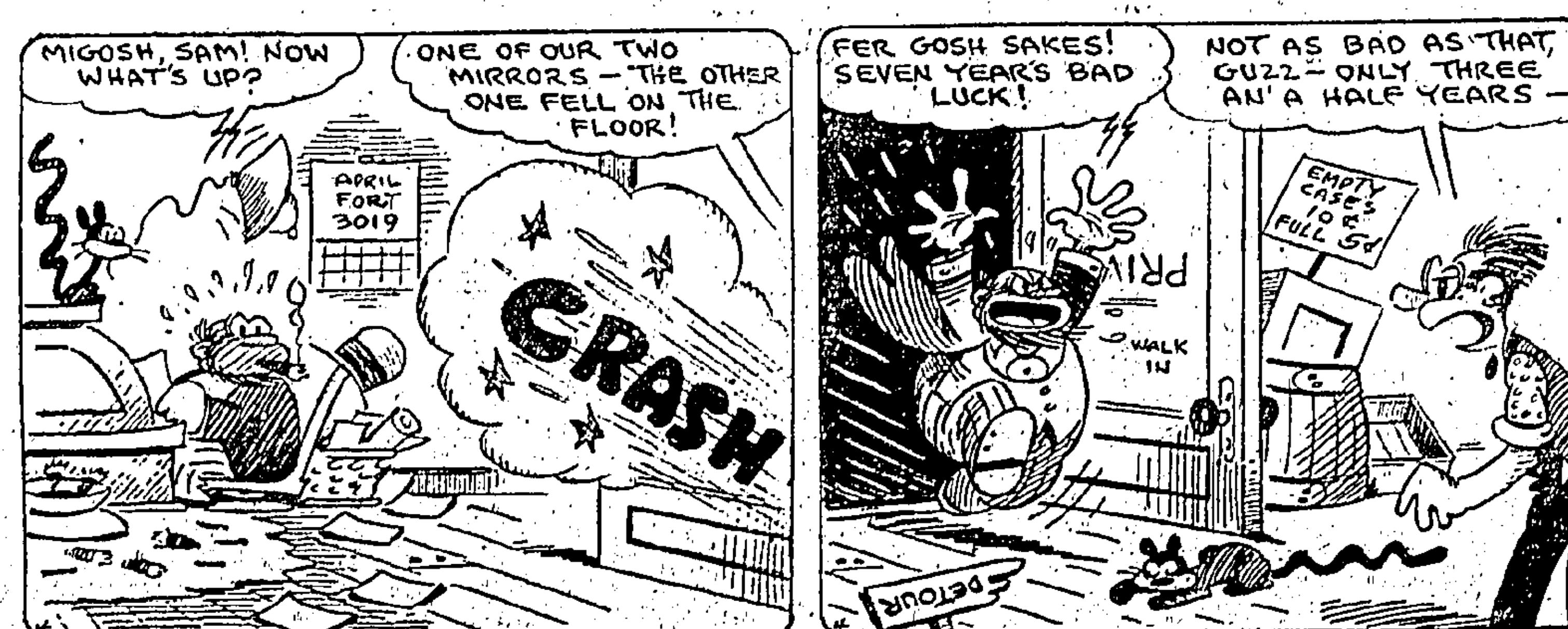
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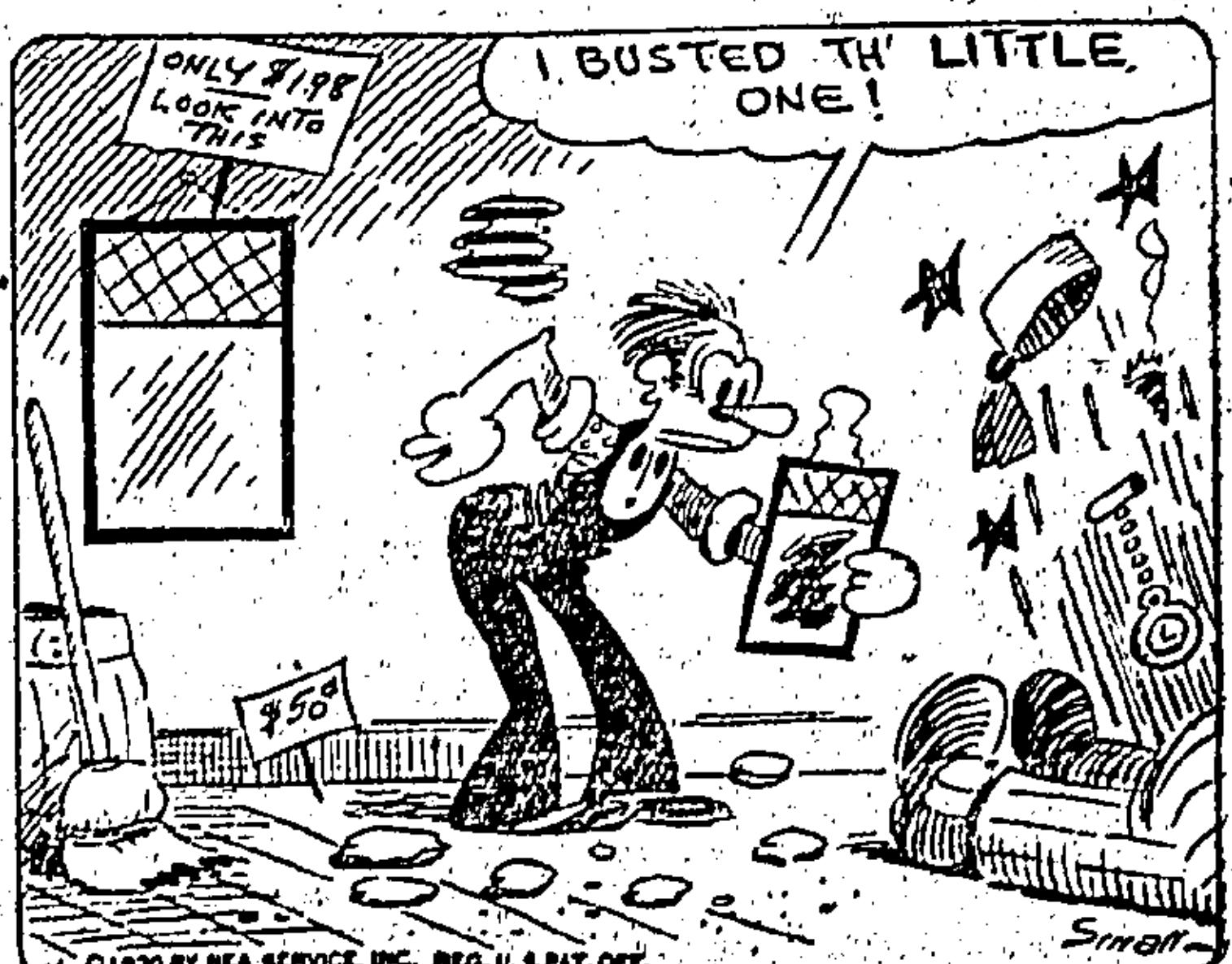
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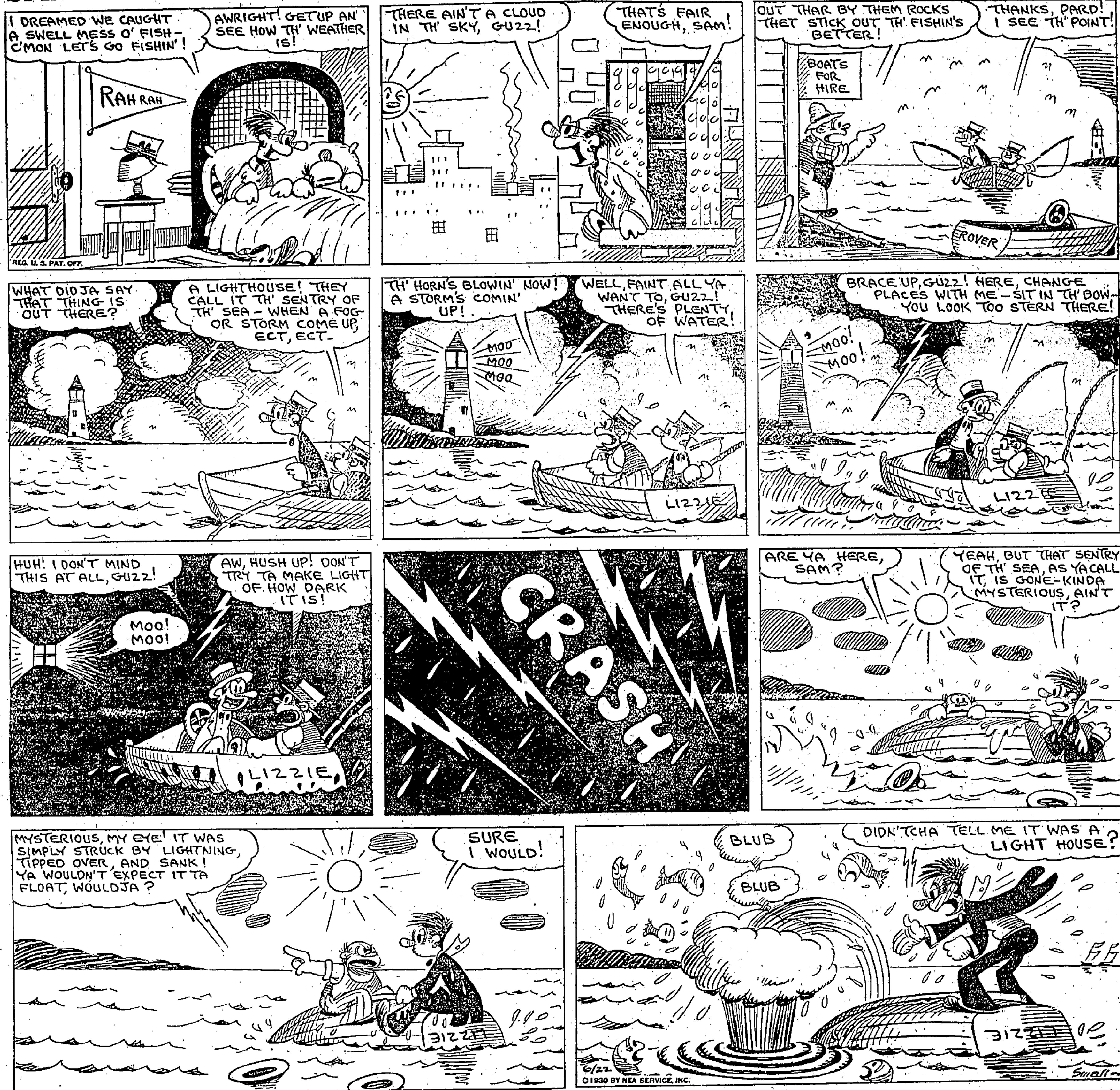
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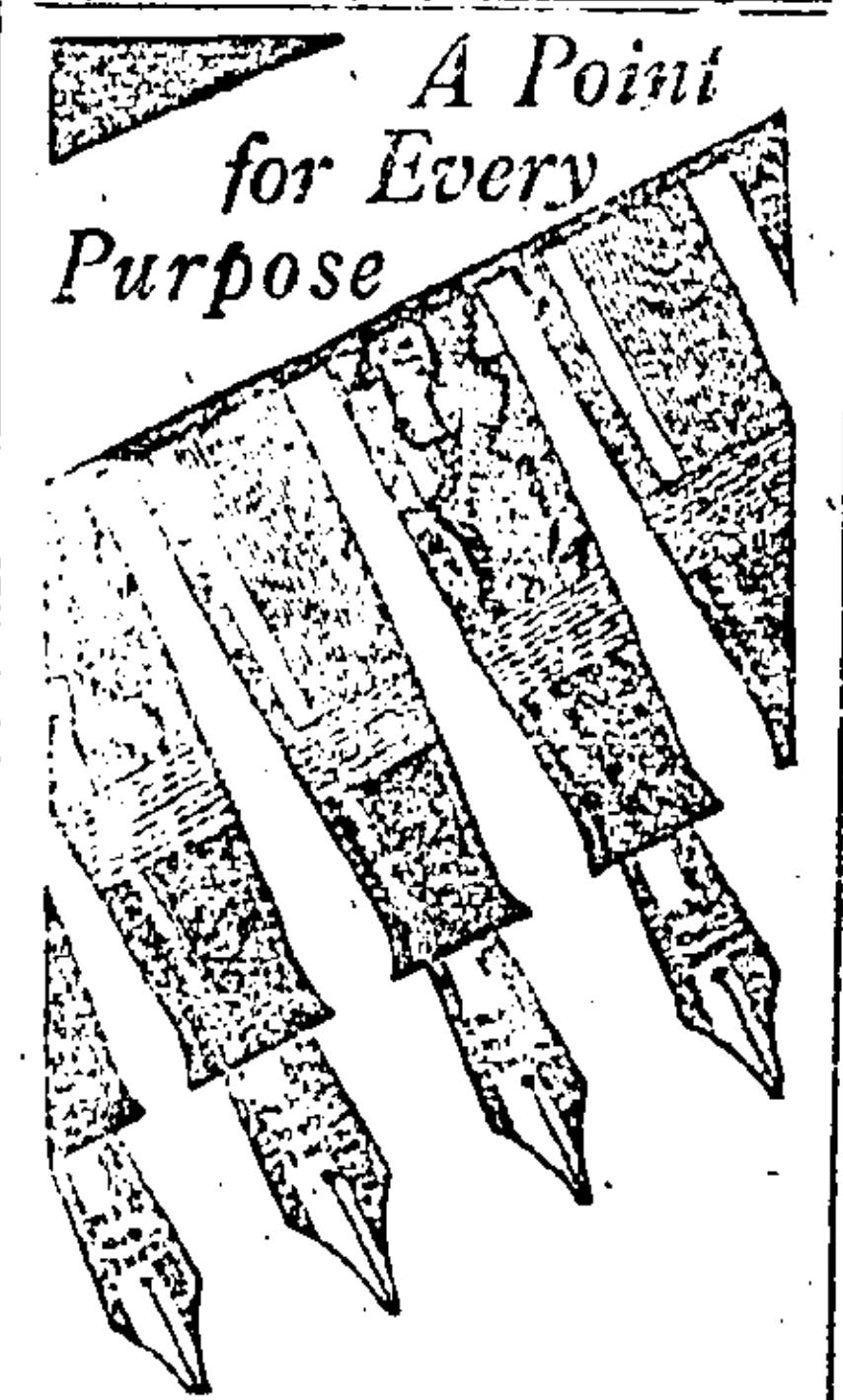
To-morrow the Sixth

Sunday After Trinity.
LOCAL SERVICES.

St. John's Cathedral, Hongkong. July 27th, 1930. Sixth Sunday after Trinity. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Mattins and Sermon 11 a.m. Preacher: The Rev. H. V. Koop. Evensong 6 p.m. Preacher: The Rev. E. A. Armstrong. Service of Prayer for the Sick every Wednesday at 10.15 a.m.

Wesleyan Methodist Church, Queen's Road, East. Sunday Services: Morning 10.15 a.m. Preacher, Rev. J. C. Knight Anstey. Evening 6.0 p.m. Preacher, Rev. J. C. Knight Anstey. Sailors and Soldiers Home. Sunday, 8.15 a.m. Service Men's Hour, Monday 3.0 p.m. Meeting of the Ladies Church Aid.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service 11.15 a.m. Subject "Truth." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room, Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass., U.S.A.



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New Advertisements

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The 43rd Annual General Meeting of Members will be held in the Board Room of Messrs. Jardine, Matheson & Co., Ltd. (by kind permission) on FRIDAY, 8th August, 1930, at 5.30 p.m.

W. PRYDE,
Hon. Secretary.

ST. STEPHEN'S COLLEGE.

School re-opens, and New Students received, at Stanley on September 1st, at 9.30 a.m. For Prospectus, apply to Mr. Li Hoi Tung, Messrs. Jardine & Co., 4, Queen's Road, Central, or The Wardens, St. Stephen's College, Stanley.

NOTICE.

CHINA PROVIDENT LOAN & MORTGAGE COMPANY LIMITED.

The Transfer Books of this Company will be closed from Saturday, 9th, August, 1930, to Saturday, 16th August, 1930, both days inclusive.

By Order of the Board of Directors.

D. L. KING,
Secretary.

Hongkong, 17th July, 1930.

THE HONG KONG LAND INVESTMENT & AGENCY CO., LTD.

AN INTERIM DIVIDEND of TWO DOLLARS per share for the six months ending 30th June, 1930, will be payable on FRIDAY, 8th August, on which date Dividend Warrants may be obtained on application at the Company's Office, 3, Chater Road.

The Register of Shares of the Company will be CLOSED from THURSDAY, the 31st July to THURSDAY, the 7th August (both days inclusive) during which period no transfer of shares can be registered.

By Order of the
Board of Directors,
L. S. GREENHILL,
Secretary.
Hongkong, 17th July, 1930.

GUIDE TO THE COMPANIES' ORDINANCES OF HONGKONG.

In the Form of a Detailed Index
(181 PAGES).
COMPILED BY
WALTER J. HAWKER, A.C.I.S.
HONGKONG.

Below are some opinions by professional men who have been favoured with advance copies.

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"The work is excellently conceived and very well worked out."

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TO WHOM ALL LOCAL
ENQUIRIES SHOULD BE
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Lammert's Auctions

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on Tuesday,

the 29th July, 1930,

commencing at 11 a.m.

at No. 339, Laichikol Road,
2nd Floor.

A Quantity of Household

Furniture.

On View from Monday,

the 28th July, 1930.

TERMS:—Cash on Delivery.

LAMMERT BROS.

Auctioneers.

BY ORDER OF THE LIQUIDATOR

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of the following valuable leasehold property situate at Victoria, in the Colony of Hongkong, being All that piece or parcel of ground registered in the Land Office as Inland Lot No. 1664, together with the messuage, erections and buildings thereon known as No. 18 Po Hing Fong, Area 686 square feet. Crown rent \$1.00.

To be sold in one Lot
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Public Auction.

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the 1st day of August, 1930.

at 3 o'clock p.m.

by
MESSRS. LAMMERT BROS.

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For further particulars and conditions of sale apply to:—

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Solicitors for the Vendor

or to

MESSRS. LAMMERT BROS.

The Auctioneers.

Hongkong, 15th July, 1930.

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125 Shades Printed Georgette
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Price from \$2.00 yd.

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85 Shades Crepe de Chine
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165 Shades Spun Crepe
Price \$1.50 yd.

225 Shades Fuji Silk
Price 75 cents yd.

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220 Sets Men's Wassing Silk
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Price from \$14.00 Set

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New Colours in Kayser
Silk Stockings, Bridge Coats,
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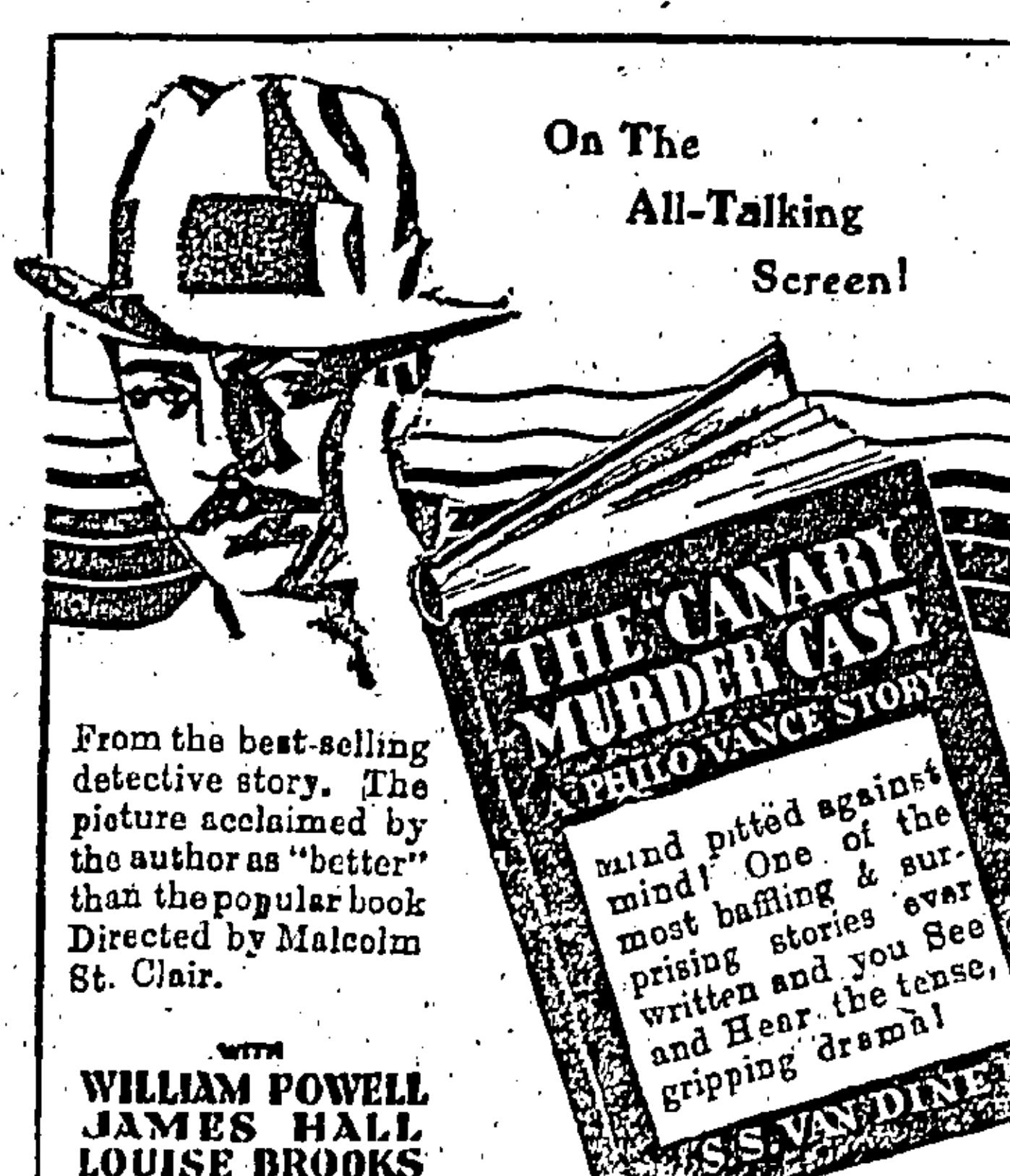
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CENTRAL THEATRE

Next Change, Tuesday, July 29th.

American's Sherlock Holmes



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in

THE HONGKONG TELEGRAPH

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On the Talking Screen

in

CENTRAL THEATRE

Another Super-Production at Popular Prices.

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RADIO NOTICES

Individuals and firms are recommended to register their telegrams with address at the Radio Office. No charge is made for this.

INWARD MAILED.

From Europe via Siberia (London, 7th July). Hakusan Maru July 26.

Shanghai and Swatow Shantung July 26.

(London, 3rd July). Jeypore July 26.

Europe via Nagasam (papers only). London 26th June). Suisang July 26.

U.S.A., Honolulu, Japan and Shanghai (San Francisco 27th June). Pres. Van Buren July 26.

Pres. Taft July 27.

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ORANGES
AND LEMONS
WHAT COULD BE
MORE HEALTHFUL?

Made from Fruit Juice, crushed from selected fresh tree-ripened fruit and cane sugar. No need to bother with home-made Squash.

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LEMON & ORANGE
SO ECONOMICAL—JUST ADD
WATER

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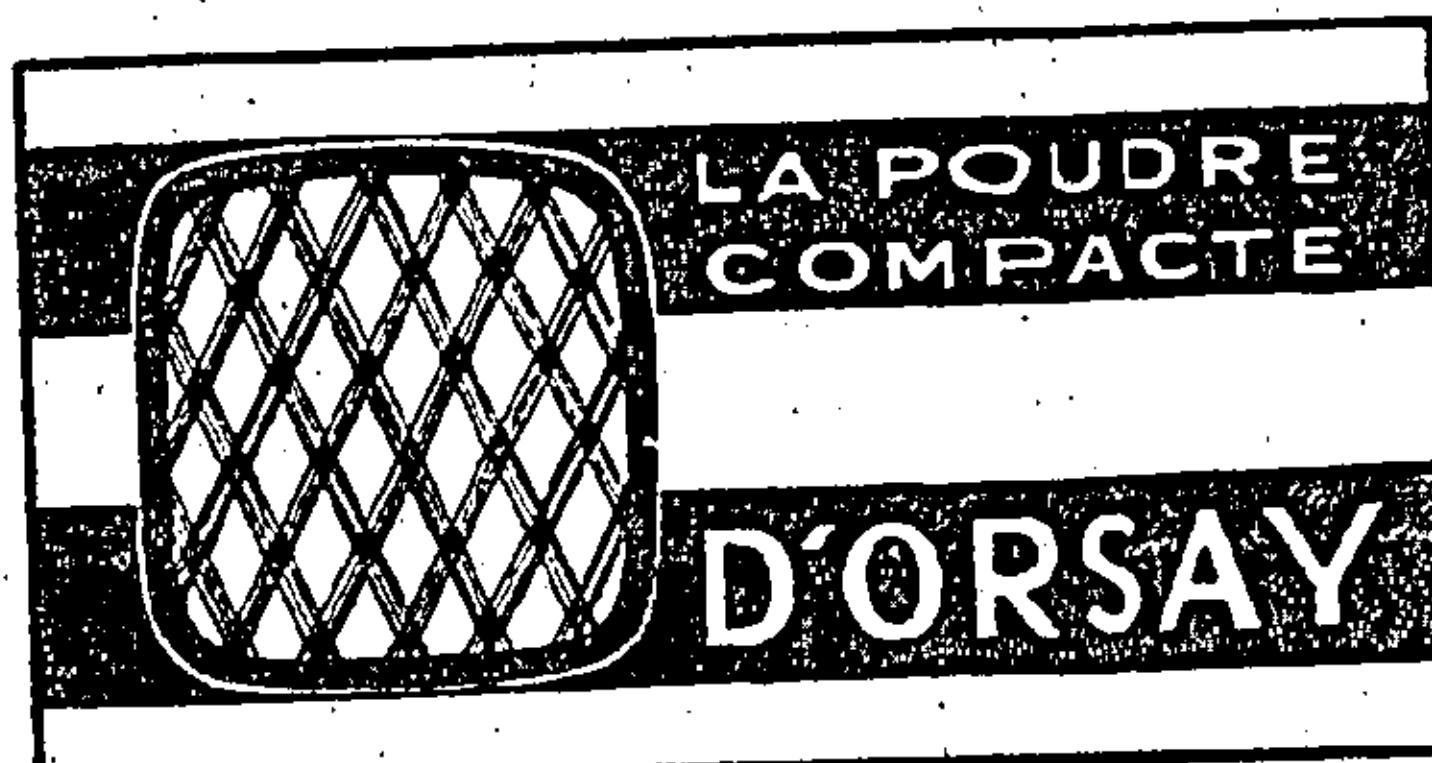
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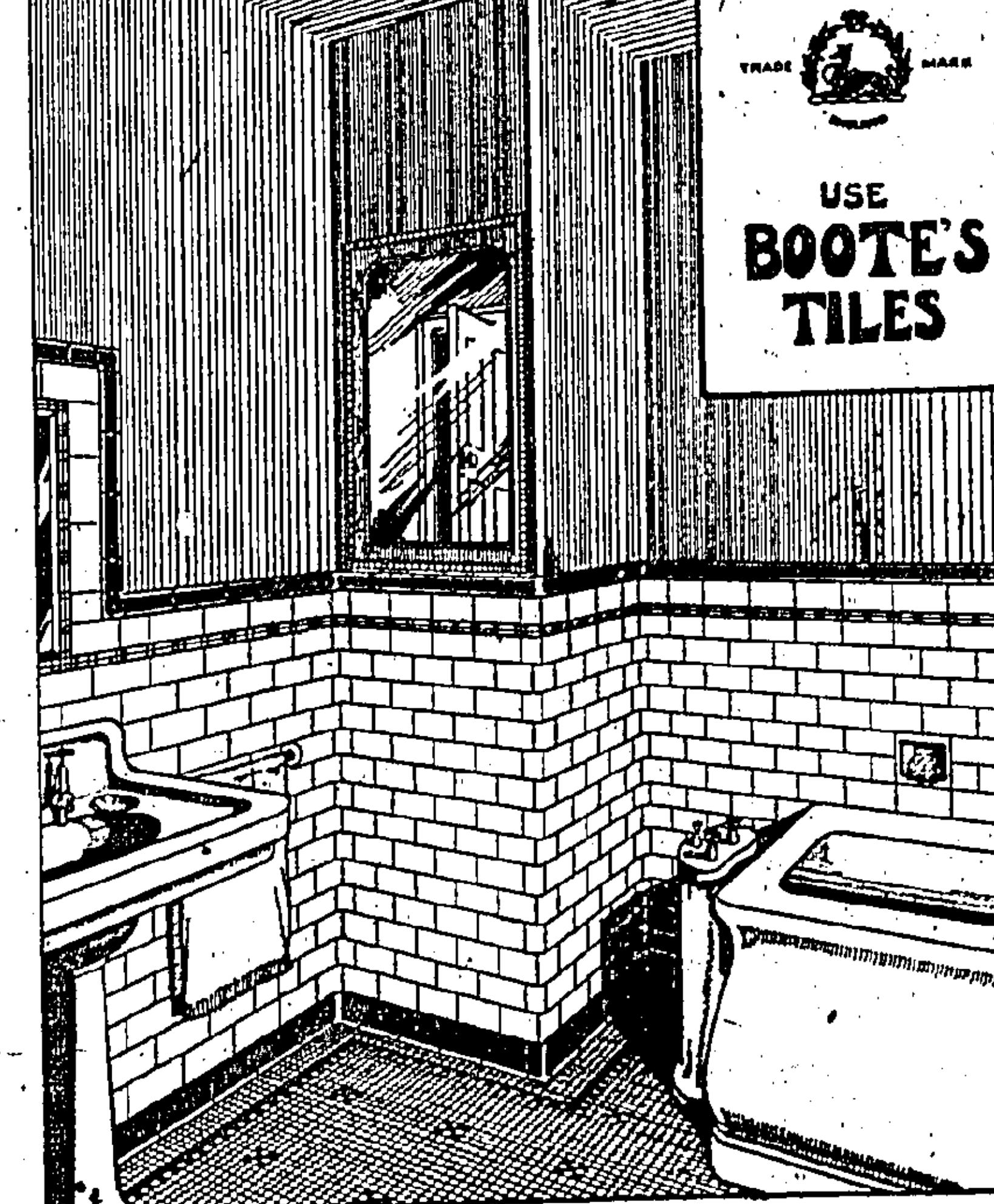
MISSIONARIES IN
DANGER ZONES.

AMERICANS STILL IN
THE INTERIOR.

Peking, July 25. The U.S. Legation has received a despatch from the Consul at Foochow, Mr. Muccio, reporting his arrival at Foochow bringing all the American missionaries from the rebel territory except the following—Mr. W. F. Cassidy, of the American Board of Missions, and one other, surrounded by Communists at Kienyang, and Mr. James Murphy, as well as the Rev. Mr. Curran and Rev. Mr. Black, remaining to assist them; Doctor Edward L. Elias, and Dr. Walter J. Judd, who considered it safer to remain at their station than to leave through the bandit-infested area; Doctor Skinner and his wife, unable to leave because of their hospital being crowded with wounded soldiers; and Doctor Ruth Hemenway, too ill to travel but not regarded in immediate danger.

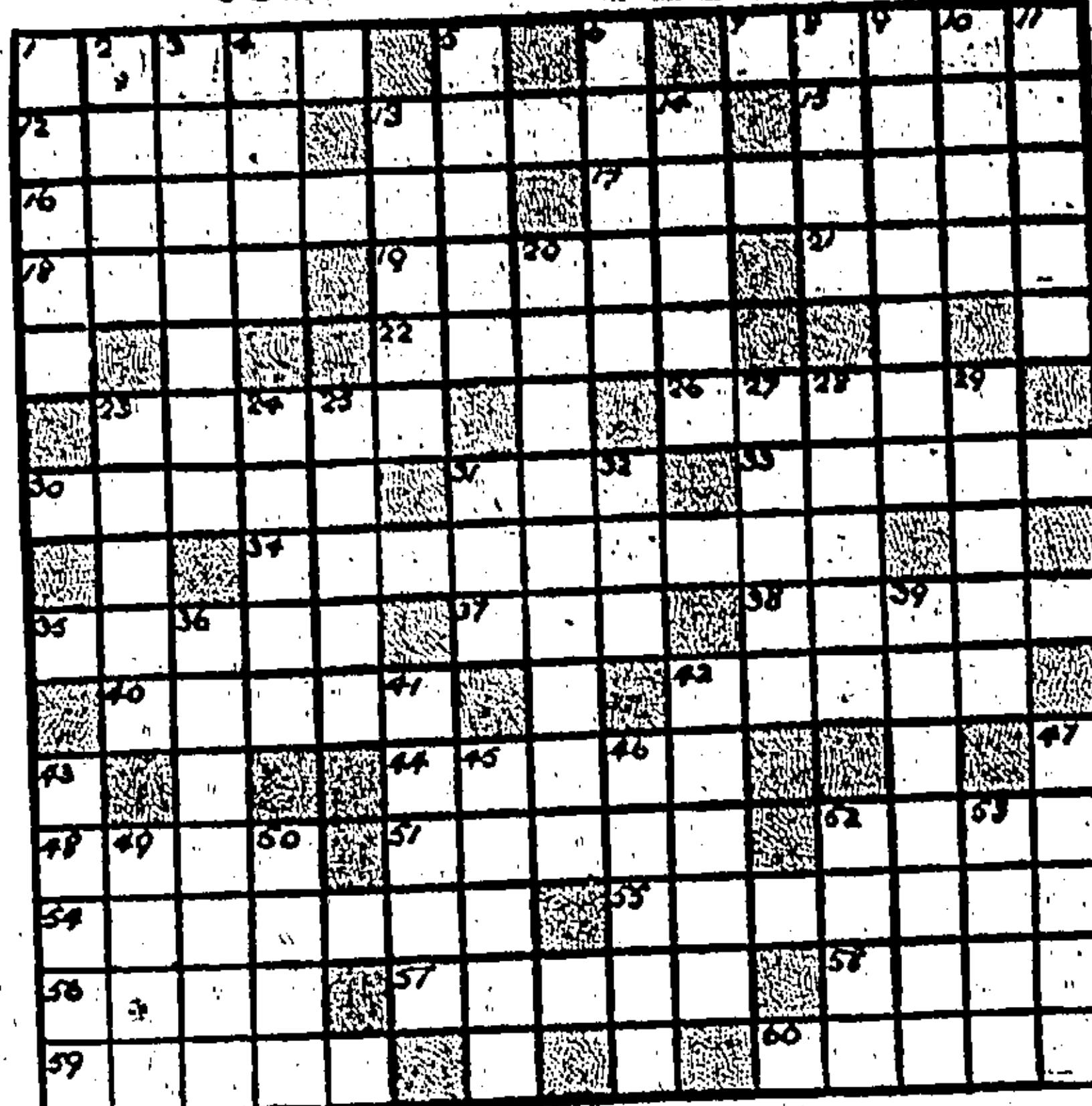
The Chinese Foreign Office is arranging to get into touch with Miss Barrett and about five other American missionaries stranded at Pochow.—Reuter.

The Hampstead police are investigating a robbery which took place at the residence of Mr. Pandelis, Compayne-gardens, Hampstead. Mr. Pandelis left home about ten-thirty a.m., and on his return found that a side door had been forced and a safe weighing about four hundred-weight was missing. The safe contained Turkish, Greek, and English bank notes to the value of about £300.



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Across

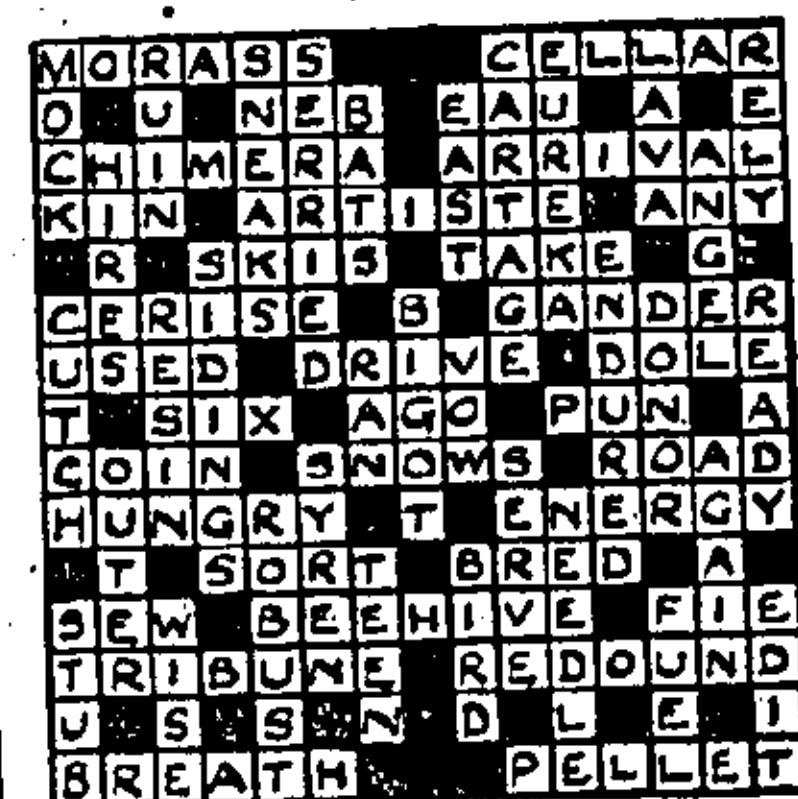
- Stop.
- Perfume.
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- Sea-eagle.
- An extra one.
- Mysteries.
- Headland.
- Amphitheatre.
- Part of ships rigging.
- Animal of the desert.
- Consecrated.
- Transactions.
- Sister.
- Bone of the body.
- Pure.
- Bearable.
- Forest undergrowth.
- Ask.
- Shot from bow.
- Situations.
- Voice.
- Long for.
- Extra seed covering.
- Irritated.
- Edge.
- Reprimanded.
- Hothouse plant.
- Beer.
- Not ever.
- Lairs.
- Glossy.
- Class.

Down

- Smack.
- Prong.
- Disciple.
- Fishing accessories.
- Earth.
- Middle.
- Expression.
- Sugar extract.
- Insects.

- Reclines.
- Perform anew.
- Wold.
- Pertaining to experiments.
- Dwells.
- Happening.
- Moral perception.
- Acclamation.
- Sprightly.
- Taste.
- Centre of a wheel.
- Cushion.
- Laughable.
- Murmurs.
- Enticing woman.
- Beneath.
- Heats.
- Duck.
- Rioter.
- Stop.
- Material.
- Stringed instrument.
- Compound of sodium.
- Dent.

Yesterday's Solution.



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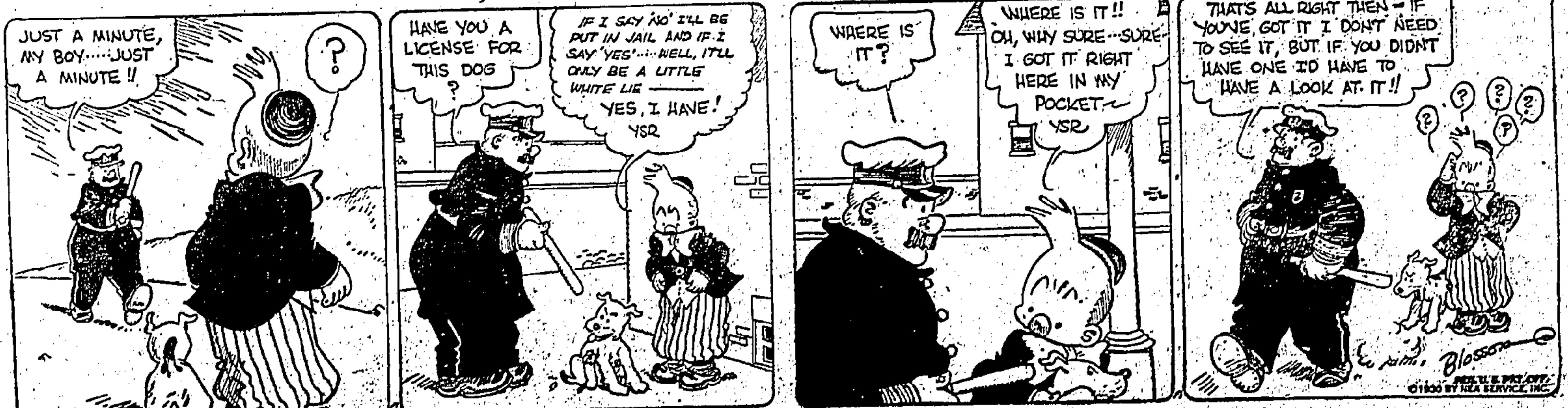
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10 per cent. FOR THE BATH

\$2.50 per box of 3 Cakes.

20 per cent. MEDICAL BATH SOAP

95 cents per Cake.

You will enjoy a Most Refreshing and Luxurious Bath by using

WATSON'S
HOUSEHOLD AMMONIA.

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10.0. Factory \$895!

—70 Horse-Power

114" Wheel Base

4-Wheel Duo-Servo Brakes

Ride in this new Studebaker
and know its Big Car Value!

The Hongkong & Shanghai
Hotels, Ltd.

The
Hongkong Telegraph.

SATURDAY, JULY 26, 1930.

THE CHINA OUTLOOK.

The arrival of Wang Ching-wei in Peking increases the interest which is being centred on the developments occurring in the former capital. Not the least intriguing suggestion is that the new Peking Government should conclude an alliance with the young ruler of Manchuria, but it will be cause for surprise if General Chang Hsueh-liang has anything to do with Peking affairs at this juncture. Although nominally owing allegiance to Nanking, he has so far managed to keep out of the fray, and we imagine that he will be content to remain neutral until the position becomes much clearer than it is at the moment. Although a rather inexperienced young man, he no doubt feels that his safest policy is to remain aloof as the head of the outer Provinces. Wang Ching-wei and the others who represent Nanking, rule would without question like to have Chang Hsueh-liang on their side, if only for the purpose of embarrassing the Central Government and making their hold on Peking and Tientsin more secure.

The career of Wang Ching-wei has been a rather chequered one, and not the least surprising development in it is that he should now be associated with Marshal Yen Hsi-shan. A loyal disciple of Sun Yat-sen, Wang Ching-wei was for many years closely associated with Wu Han-man in the Nationalist movement; indeed, these two were for many years regarded as the two leading spirits thereof. Latterly, however, they have drifted apart, Wang joining the Left wing of the Party, with Wu in the opposite camp. Thus, whilst we have Wang issuing statements denouncing the Nanking Government and its policies, we find Wu criticising his former friend for associating with the Peiyang clique, contending that the Kuomintang should be quite independent of the scheming of militarists. The criticism goes further and even accuses Wang of seeking to destroy the integrity of the Kuomintang. We must, of course, make due allowances for the respective positions in which these two former co-workers in the Nationalist cause now find themselves. When we come to look at the varied interests represented in the new Peking movement, it is clear that

there will be difficulties ahead in preserving anything like continued cohesion. Yen Hsi-shan is known for his conservative outlook, and he can have little in common either with Feng Yu-hsiang or Wang Ching-wei. He has a record of nearly twenty years' peaceful rule in Shansi, and is widely known and quite popular in the North. But to the Southerners he is merely a name, and it is probably this fact which has caused him to link up with Wang Ching-wei, in the hope that there may be a widening of the base on which the new movement stands, to say nothing of the financial and military support which may be forthcoming to that Wang Ching-wei is still in close touch with the Ironsides and the Kwangsi clique. But time will tell whether the distinctive factions which these two men represent will be able to work together. To the observer it would appear something like the attempt to mix oil and water.

Whilst the developments in Peking are of interest, they are really subsidiary to the larger issue as to whether the Nanking Government will be able to win through in the civil war. It should be able to, with no apparent shortage of men or finances, and latterly its fortunes in the field have been more promising. Should it be able to survive the present threat to its power and influence, and disperse the opposing elements, there should be a considerable period of much-needed peace in this troubled country. The present strife and turmoil, with the country split in two, is disastrous to everybody affected.

The Transport War.

The transport war between the railways and the companies operating large fleets of road vehicles promises to develop on highly interesting lines for the road companies are now endeavouring to steal the freight business from the railways. The war has lost some of its intensity by the recent agreements reached between the railways and their competitors, the net result being that the railways now have some sort of control over certain road transport services. But the war is not over by any means, and now a motor trade journal has prepared a set of ten posters for distribution among van and lorry owners throughout the country each with the main heading "Send it By Road". This advice is followed by a slogan, some of which are "Reduce the risk of pilferage", "Less handling, fewer breakages", "Motor transport for punctuality" and "From door to door". We cannot imagine the railways being unduly perturbed by this new publicity move for the claims appear to be a little extravagant. We have no doubt that if the millions of consignments of goods sent by train were compared with the comparatively few consignments sent by road, it could certainly be shown that pilferage is no greater on the railways. There is a feeling of security on the British railways, whether for the transportation of passengers or goods, which will not be shaken by the present efforts of the advocates of road transport whose enthusiasm seems to have gone a little beyond the realms of strict accuracy. It is difficult to see how a claim for greater punctuality can be substantiated, for railway delays in Great Britain are few and far between and the proportion of delays due to accidents almost negligible. The claim that breakages are fewer when road transport is adopted also seems a little extravagant for a motor lorry on a rough road cannot be compared with a high speed locomotive on a track. The railways have, therefore, an easy reply but we venture to think that they have no need to adopt a defensive attitude yet or carry the war into the other's camp. They have behind them a reputation which in itself is sufficient to more than offset the present campaign of the road transport companies, who incidentally have fields open to them which railways cannot enter.

DAY BY DAY.

BELIEVE IN YOURSELF, AND THE WORLD IS BOUND TO BELIEVE A LITTLE IN YOU.—R. E. S. Speider.

Tenders are being invited for the construction of a latrine and urinal at Davis Street.

It is declared by order of His Excellency the Governor-in-Council that Holo is a place at which an infectious or contagious disease, such as cholera, prevails.

The forthcoming wedding is announced of Dr. Edward Law, No. 1B, Dragon Terrace, Hongkong, to Miss Phyllis Viola Ho, No. 42, Kennedy Road, Hongkong.

The King's Exequatur empowering Mr. George Bliss Lane to act as a Vice-Consul for the United States of America in Hongkong has received His Majesty's signature.

The hearing of the case against 24 Chinese, charged by Chief Inspector Reynolds with being members of an unlawful society, was to-day fixed for next Saturday.

His Majesty the King has approved the appointment of the Hon. Mr. B. D. F. Beith to be an Unofficial Member of the Legislative Council, vice Mr. A. C. Hynes resigned.

It is notified that the names of the United Fertilizer Co., Ltd., the Yan Yee Tug and Lighter Co., Ltd., and the Ying Wah Lighter and Transportation Co., Ltd., have been struck off the Register.

Tenders are being invited for the winding of Gough Hill Road to 10 feet, surfacing an area adjacent to Lysholt and the provision of all necessary retaining walls, drainage and other contingent work.

An application for the discharge from bankruptcy of Mr. A. D. Humphreys and Mr. Ernest Humphreys, partners in the firm of Messrs. W. G. Humphreys and Co., is to be heard in the Supreme Court on August 14th at 10.30 a.m.

His Majesty the King has approved the appointment of the Hon. Mr. C. G. S. Mackie to be temporarily an Unofficial Member of the Legislative Council in the place of the Hon. Sir Henry Pollock, K. C. who is temporarily absent from the Colony.

His Excellency the Governor has appointed Sub-Inspector Edward John Ellis to be Examiner of Weights and Measures under the Weights and Measures Ordinance, 1885, and also an Inspector under the Gunpowder and Fireworks Ordinance, 1901.

The July-September number of Messrs. Thomas Cook and Son's *Far Eastern Traveller's Gazette* is to hand. It contains on the front page an excellent half-ton of The Peak, and among the large amount of reading matter articles on How to See Scotland and Ireland, Lisbon's Monuments, and Alpine Holidays in Switzerland, and a complete list of all the steamship and aerial services for which the firm caters.

WATER LEVELS.

ON WEST, NORTH AND EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River, on the dates named:

July 24	July 25
Shiuhsing	—
Tsingyuen	7.4
Samshui	3.9
Shekling	7.5

The highest levels on record are—Shiuhsing, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Shekling 15.5 feet.

The lowest level on record at Samshui is minus 5 feet and at Shekling minus 2.7 feet.

EXCHANGE RATES.

	London, July 25.
Paris	123.69
Brussels	34.80
Berlin	20.375
Oslo	18.165
Helsingfors	153.94
Athens	375
Buenos Aires	40.9/16
Hongkong	1/314
New York	4.56 21/32
Amsterdam	12.08/4
Stockholm	18.095
Vienna	34.44
Madrid	42.45
Bucharest	818
Bombay	1/5.25/32
Yokohama	2/0.6/16
Geneva	25.035
Milan	92.89
Copenhagen	18.16
Prague	184.4
Lisbon	10.925
Rio	5.11/32
Shanghai	1/64
Silver (spot)	16.3/16
Silver (Forward)	15.1/16
British Wireless	

British Wireless.

TO BE SOMEONE ELSE.

The Strange Desire of Every Man.

Every man, it seems, has a strange desire to be someone else. We consume a tremendous amount of energy longing to be some other individual or wishing that we were in some other person's shoes. The consciousness of this peculiar tendency came to me as I was reading an essay by Dr. Crothers under a somewhat similar title a few months ago. It is apparent as one looks about that most of us are tormented by this strange desire.

And this is the way we are tempted. Another friend is a passionate golfer. At the conclusion of one afternoon with him, I am not only convinced of how much I have to learn, but also how necessary it is for me, in order to be a happy creature, to give two afternoons a week for the whole summer to the better mastery of this indispensable joy of living. But on going home, I get busy with my own work and my own hobbies and time slips by. I scarcely dare to meet my golfing friend, fearing that he may ask how much I have been practicing.

At some later time I spend an evening with a socially minded friend. He regales me with his experiments in politics and industry, he outlines a course of reading that I simply must follow in order to be intelligent. He pleads with me to join a new movement for labour reform and a club for the discussion of race. I feel so ignorant before this enthusiast, a mere bubble when viewed in the light of all these commanding problems. So chastened and enlightened, I return home to struggle with my desire to be another personality, one like my reformer friend.

After a few strenuous experiences of this kind, I begin to see that I must map out a sphere for myself and defend it and stick to it. I must believe that even though I cannot carve ship models, win golf cups or reform industry and politics, I can do something. I can concentrate on a few humble efforts and make a contribution to my world and be happy in it all!

Perhaps the wise Greek had seen, when he taught, "Know thyself" that the way to contentment was not by craning our necks after somebody else nor by struggling to be what we are not, but by realizing one's highest own self as the approach to happiness, and that one realm of activity can bring as much as any other.

Apparently this is the point of the French scholar, D'Alain: "We are constantly tempted to exaggerate our inferiority. We look at the busts of the great musicians or of the great philosophers; we notice the powerful brows, the searching eyes; we glance at our mirror and the consciousness of belonging to another race weighs us down. We read the lives or the letters of the exceptional men; we are not surprised to see them saying about themselves things which we should be ridiculous, even to think about ourselves. It is dangerous to place these men on pedestal and to adore phantasm in their shape."

A little common sense and self-assertion was Abraham Lincoln's solution. He was driving two-horse team along a road heavy with Illinois mud, so Mr. Sand-

(Continued on Page 7.)

WHO WAS?

MR. POLLY.

In the puny, undersized frame of Alfred Polly, gentleman's outfitter—hero of Mr. H. G. Well's story, dwelt a soul entirely at variance with the body it inhabited, a soul thirsting for romance and beauty, and colour and jolly companionship. Extensive reading had furnished Mr. Polly with a weird and wonderful vocabulary which he knew not how to pronounce, and stimulated him to passionate revolt against a life divided between a dingy shop and a peevish wife.

But the little tradesman's will was almost as feeble as his muscles. Not until his thirty-seventh year did he muster sufficient courage to break away from shop and wife, and go in quest of more congenial surroundings. His wanderings led him to a little country inn, where he found employment as an odd-job man. Here at the inn, with its changing clientele, and his hundred and one tasks ranging from feeding ducklings to defending the landlady from her nephew, the seeker after adventure settled down contentedly.

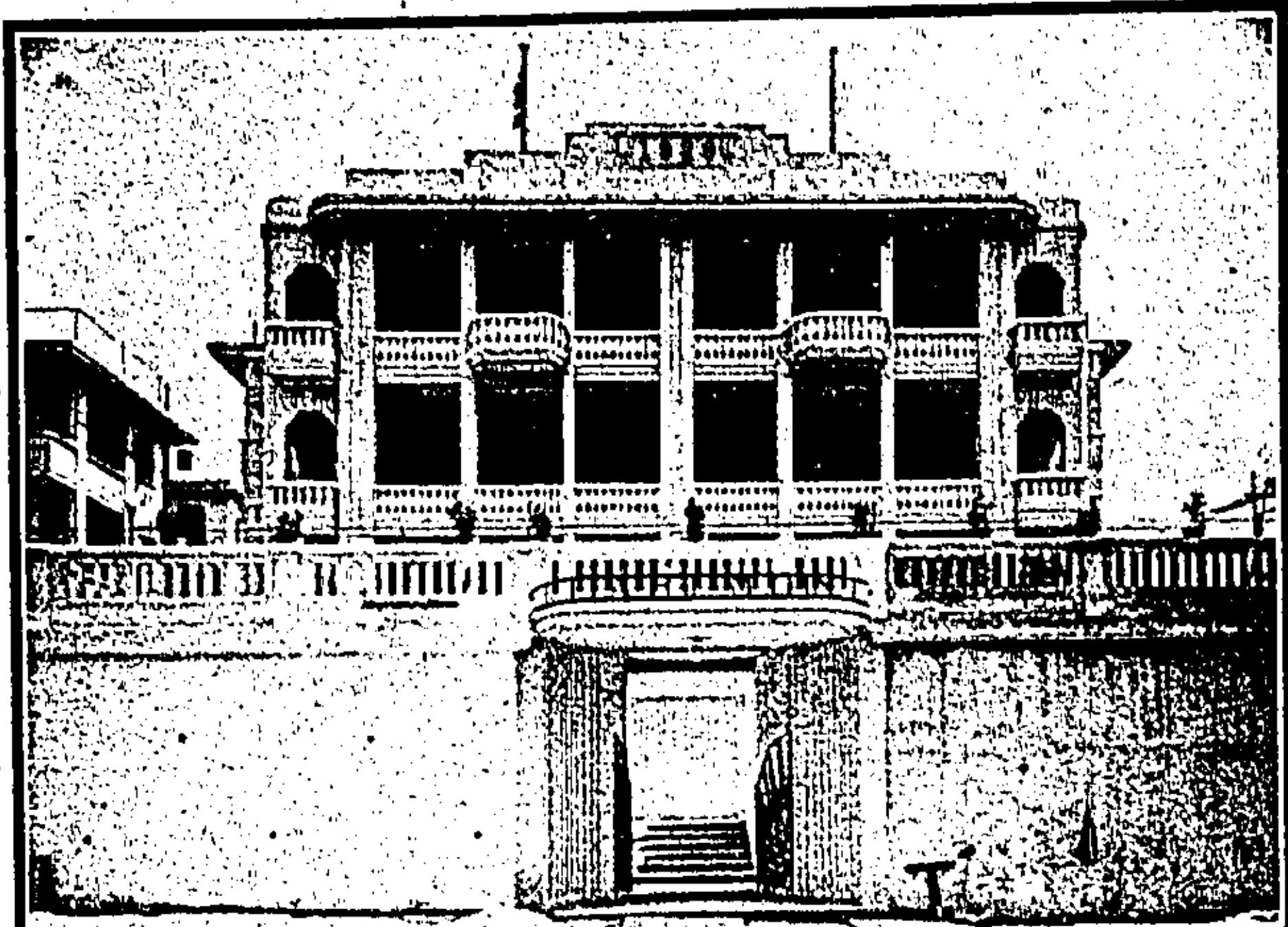
His is a story of a social misfit who finds happiness in the end.



Hongkong Telegraph.

Pictorial Supplement

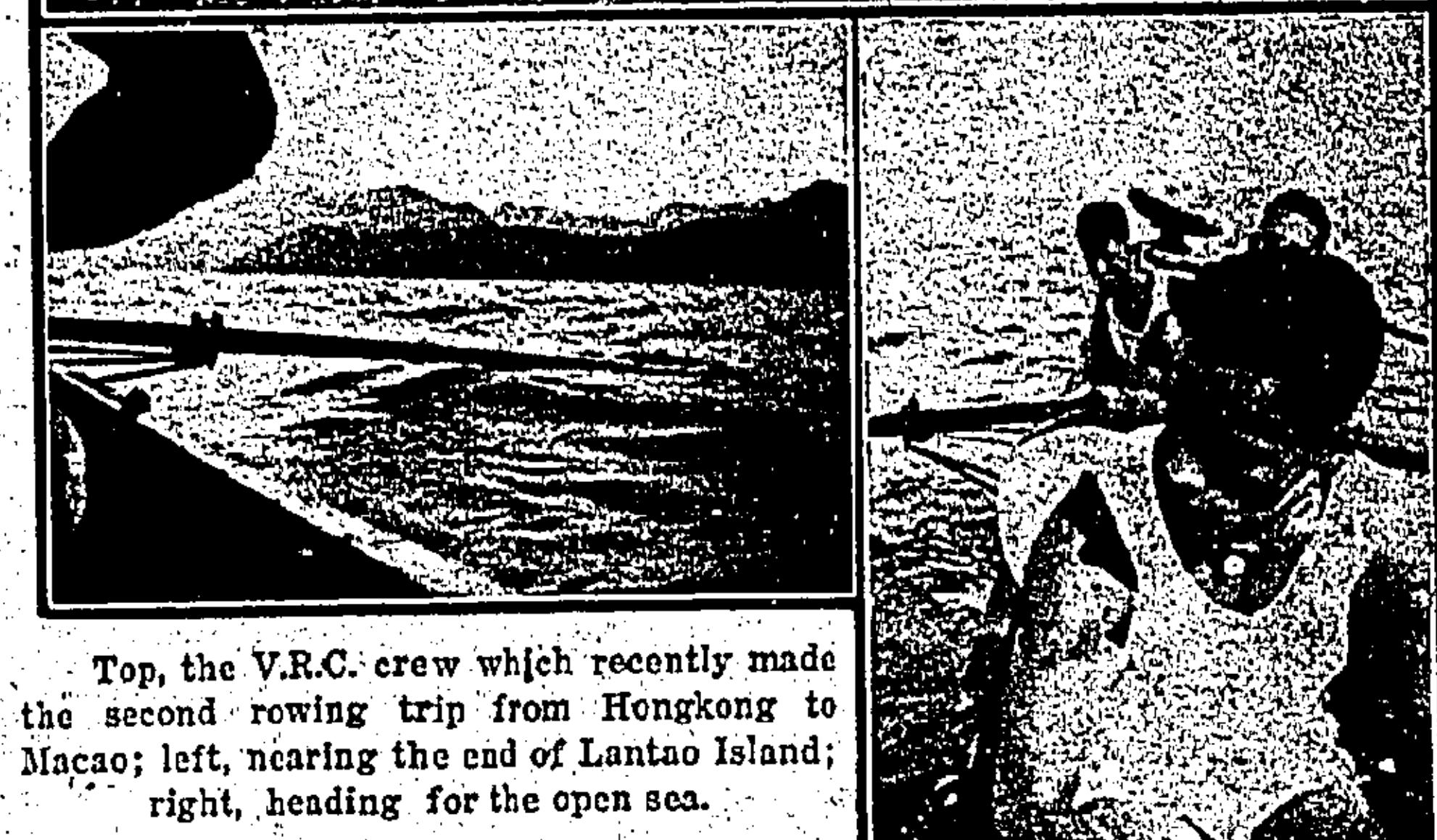
July 26th, 1930.



An exterior view of the Hotel Claremont, situated at Austin Road, opposite the Kowloon Cricket Club. This commodious new building has just been completed.



Here is another picture of the Hotel Claremont, in Kowloon, which provides accessible accommodation to permanent residents and visitors. It is entirely under European management.



Top, the V.R.C. crew which recently made the second rowing trip from Hongkong to Macao; left, nearing the end of Lantau Island; right, heading for the open sea.



His Excellency the Governor (Sir William Peel), snapped with the Rev. A. D. Stewart, on his arrival at the St. Paul's College bazaar, which he opened on Friday of last week. (Photo: Mee Cheung).



Mr. Bakaleinikoff, manager of the "Montmartre Follies" who are soon to appear at the Queen's Theatre, Hongkong. He is well-known throughout the Far East.



The Olympic Trio, of the "Montmartre Follies"—V. Volkova, S. Toropoff and Goni-charoff—whose dancing has delighted Shanghai audiences.



An interesting group taken at the recent wedding of Mr. Leung Shung-hing and Miss Chu Shui-king, showing the bride and bridegroom together with bridesmaids, groomsmen, flower-girl and page-boy. (Photo: Mee Cheung).



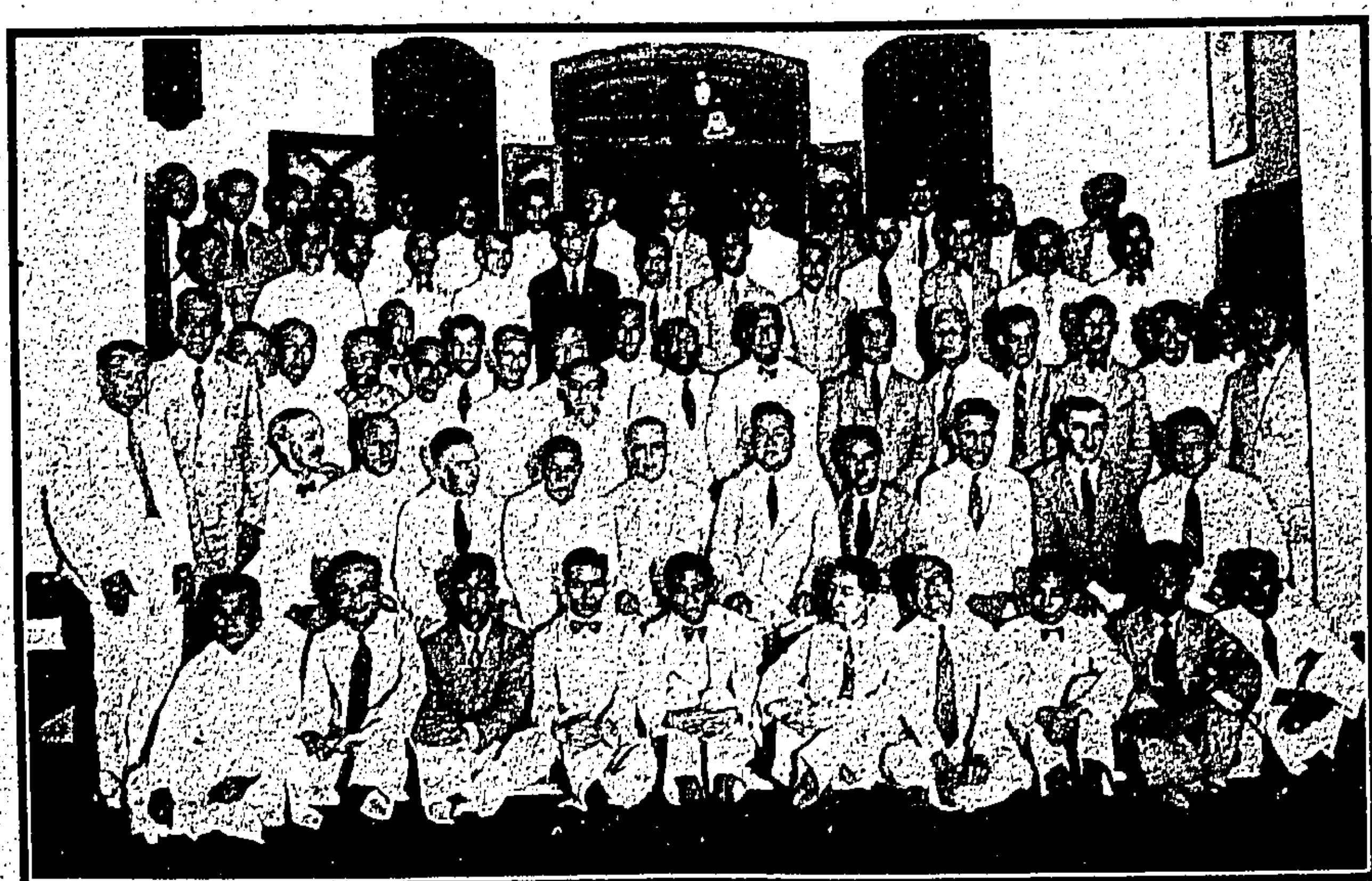
This snapshot, taken at the St. Paul's College bazaar, shows, right to left, the Rev. A. D. Stewart, H.E. the Governor, Lady Peel and the Hon. Dr. S. W. Tso. (Photo: Mee Cheung).



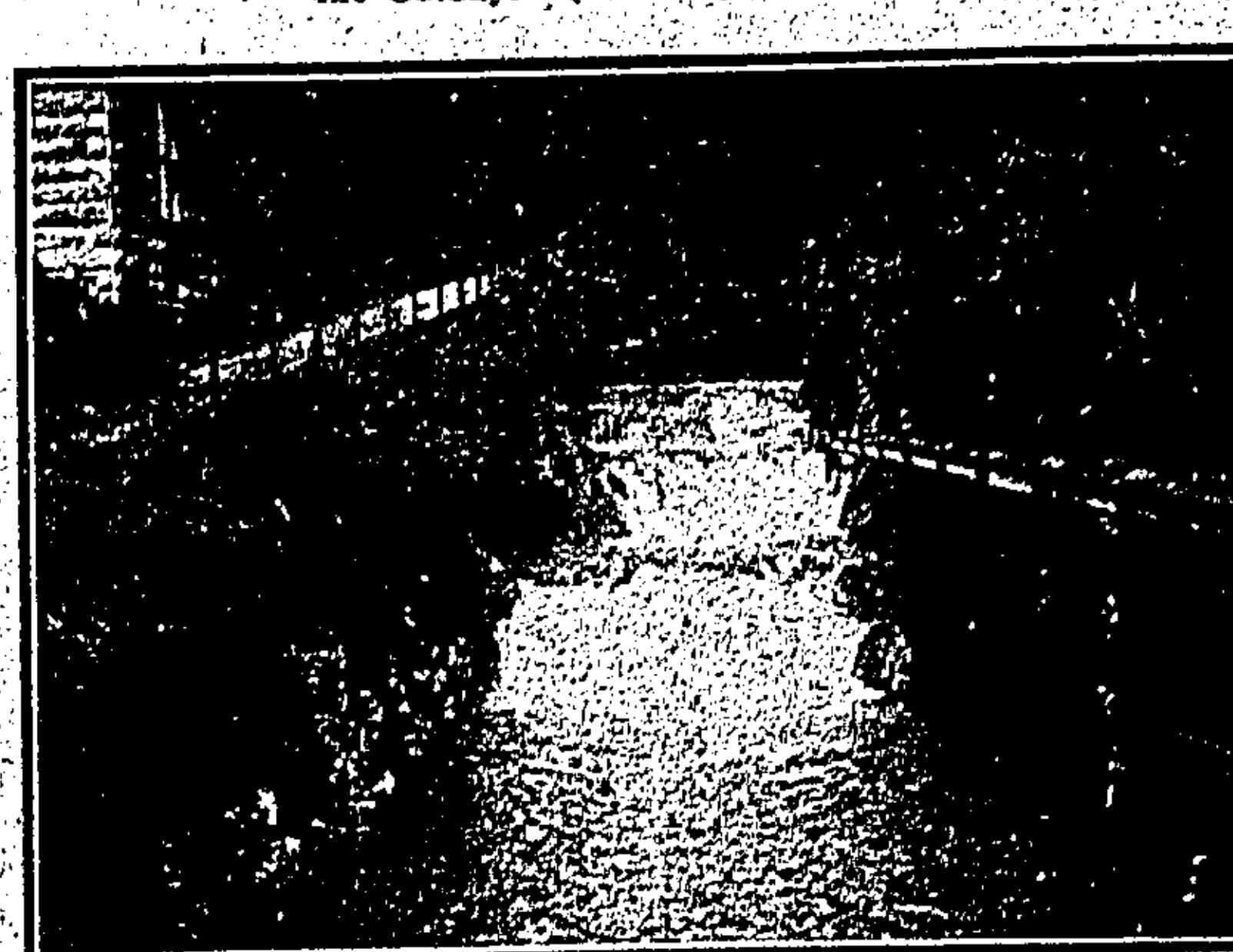
Miss Tassia Goldin, characteristic dancer of the "Montmartre Follies," who shortly appear at the Queen's Theatre.



This flashlight photograph was taken at a farewell social in Union Church, Kowloon, given to Mr. and Mrs. G. T. Layton and their children on their departure for home after three years in the Colony. (Photo by T. R. Ingram).



Some of the staff of the Hongkong and Shanghai Hotels, Ltd., who entertained Mr. J. H. Taggart (seated in centre of second row) at the Tung Yat Restaurant, West Point, recently, prior to his departure on leave. (Photo: Mee Cheung).



This photograph shows water pouring into the Kowloon Reservoir from the Shatin ridge. It was taken on Monday, when the full benefit of the recent rains was felt. (Photo: Mee Cheung).



The Chinese Athletic Division of the St. John Ambulance Brigade, which won the championship shield at the Brigade's recent annual aquatic sports. (Photo: Mee Cheung).



Building-up M Energy and Robust Health

ERRY and happy—full of energy and romping fun—every father and mother delights in this evidence of glorious and health.

The energy and vitality children are so prodigal in spending have to be made good from the energy creating elements to be obtained only from nourishment. The children are growing—physically and mentally—and nourishment is essential for healthy growth

During the growing years of childhood more nourishment is necessary than ordinary food contains. Children need "Ovaltine" as their daily beverage. For this delicious food beverage supplies concentrated nourishment in an easily digested form.

"Ovaltine" is prepared from the richest of Nature's tonic foods—malt, milk and eggs. It contains a superabundance of the nutritive elements which build up brain and body and create energy and vitality.

Make "Ovaltine" your children's daily beverage. Note their increased energy and vitality, and see on their cheeks their glow which comes only from the enjoyment of perfect health.

Children specially need "Ovaltine" at the beginning of the winter. It will build up a rich reserve of health and energy—thus enabling them to resist colds and epidemic infections, and keeping them in robust health in spite of unpleasant winter conditions.

‘OVALTINE’ TONIC FOOD BEVERAGE

Builds-up Brain, Nerve and Body

[A.P.B. 13]

GRANDSON OF THE KING.

To Enter the Navy in Due Course.

London, June 20.

The Honourable Gerald Lascelles, playing around the gardens of Hardwood House with his elder brother, George, Lord Lascelles, may not be thinking much about it, but, so far as his parents and grandparents can arrange it, his future career in life has all been marked out for him.

And that is rather important, for the good-looking, lively six-year-old boy is the son of Princess Mary and Viscount Lascelles and grandson of King George and Queen Mary.

Will be a Sailor.

Gerald is to go into the Navy, and thus follow the family tradition on his mother's side. When King George was only Prince George, and an elder brother, the Duke of Clarence, was heir to the British crown, he chose the navy



as his career. He loved blue water and loved ships. He expected to spend his life in the navy.

Then his brother died, he became the heir to the throne and that changed everything. But to this day King George is never happier than when aboard a warship.

He sent three of his sons to the naval college at Dartmouth—the Prince of Wales, the Duke of York and Prince George.

After the Prince of Wales had graduated from Dartmouth and served for some time as a junior officer in the navy, he then went into the army for a period, so that, as heir to the throne, he would know both great services from the inside. The Duke of York did not stay in the navy long, taking more interest in the Royal Air Force. Prince George, like his father, decided to make the navy his career in life. He actually served both in West Indian and Chinese waters, but



A general view of the annual Theatrical Garden Party recently held at Chelsea. There were many amusing side-shows run by members of the profession. The queue in the foreground is waiting admission to Sir Gerald de Maurier's production "Grand Giggle," written by Mr. Edgar Wallace. (Times copyright).

some months ago was reluctantly compelled to retire because of continued ill health.

Gerald Lascelles will thus join a service whose roll books are studded with the names of his royal kinsmen. The British Naval College takes youngsters at the immature age of 13. The idea is to form their character while they are still pliable and impressionable and put the stamp of the navy upon them, teaching them self-reliance, initiative and all the qualities that make for the leadership of men in times of emergency.

As a pupil at Dartmouth Gerald will have no special privileges from his instructors and no special consideration from his fellow pupils. His royal uncle, the Prince of Wales, when at Dartmouth, was quickly and irreverently nick-named "the Sardine" by his fellow pupils because of his small and slender figure. His now.

other royal uncle, Prince George, when a young middy on a warship, was often told "Hop it, George" by his superior officers.

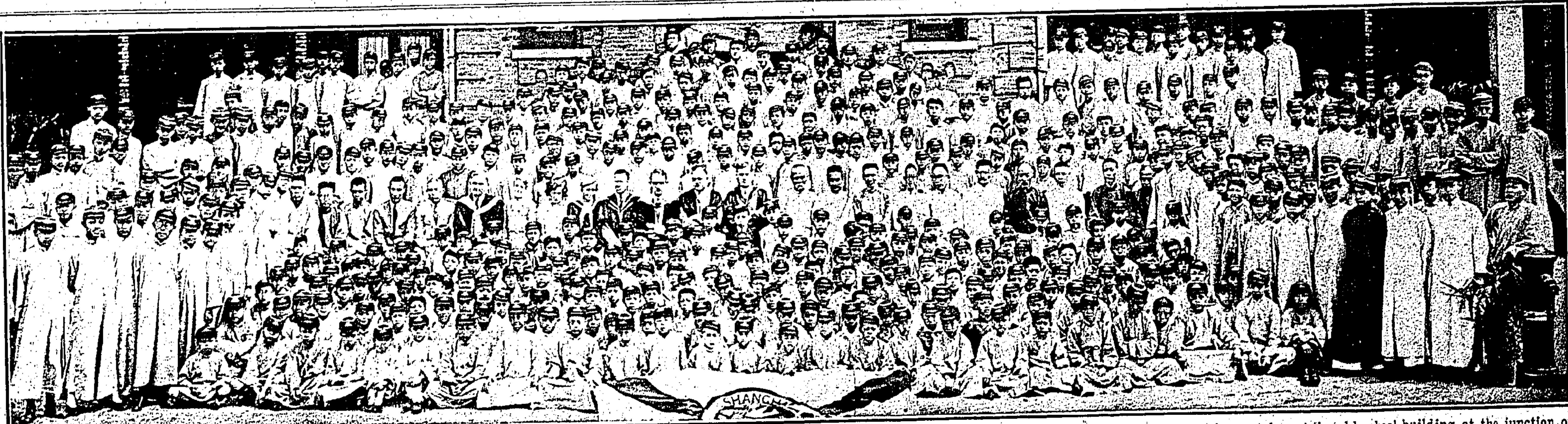
Won't be Petted.

So when young Gerald joins the classes he will soon learn that however, he may be petted at home and when he goes to Buckingham Palace to visit his royal grandparents, at Dartmouth he will merely be one more "snotty"—the very inelegant term applied to the young students.

Not only has the college at Dartmouth had as pupils many of the British royal family, but it has also received the scions of many other foreign royal houses. Prince Charles of Belgium, second son of King Albert of Belgium, recently left Dartmouth as a Junior officer. The Crown Prince of Siam has come all the way from his far-off Asiatic palace home to train as a naval cadet and is at Dartmouth now.



Here is shown a novel double study of Corinne Griffith, the popular First National cinema star.



The above photograph, which shows members of the staff and the students at the Shanghai Public School for Chinese, is of signal interest because of the fact that it will be the last picture taken at the old school building at the junction of Elgin Road and Cunningham Road. The school has been located there since it was founded in 1904. Next September, when classes are resumed after the long vacation, the students will re-assemble in a larger building, which is located in Haskell Road. It is intended that eventually this building will accommodate 650 students. Mr. G. S. Foster Kemp is the headmaster at the Public School for Chinese. He will be seen in the centre of the group.



As unbelievable as the scenes meticulously reproduced on a Japanese screen are the tiny, wooded islands, with their scarlet "torii" and the calm blue lakes of Southern Japan. The above photograph gives the traveller an idea of one of the newer resorts, Chichibuga-Ura, near Unzen. Chichibuga-Ura is situated half an hour's ride by motor car from Unzen and primarily is of interest because of the excellent swimming afforded. In common with many other resorts in Japan, those who enjoy walking will find intriguing paths through the woods. And the woods of Japan are memorable, with their convenient benches, erected at points of particular beauty. There is an excellent motor road from Unzen to this newest of the Japanese summer resorts.

Mid-Summer Jackets

by Julia

Some are as diminutive as the flimsiest of berthas, but they all disguise the sleeveless frocks beneath

yellow with contrasting stripes of red and brown is used with new Bianchini print in this spectator sports costume by William Bloom.



III. diaphanous wide mesh pale pink net, cut-on flowing classic lines with a removable cape scarf fashions this charming Hostess gown.

II. Louiseboulangier places a shoulder cape and floating tiered skirt on this chiffon gown of red, green and ivory for country club evenings.



V. Heim achieves an unsophisticated air by beginning the skirt fullness at the waist in this afternoon model of printed crepe.



IV. Bergdorf Goodman chooses printed chiffon in soft pastels with borders of ivory for a wedding guest gown.



EVERY little warm weather frock in your wardrobe this summer has a jacket all its own, if it is the smart little frock it should be. I should add that many times the jacket becomes a cape. But its function is just the same.

These little complete outfits will save you a peck of trouble. Never any debating about whether or not you should wear a coat, or if so, what coat would go well with it. Moreover, as you jolly well know, the coats you have on hand never seem to be quite the proper topping for the frock you have on in person. Unless, of course, you have had the foresight to guard against this.

FROM the tennis outfit and bathing suit to the garden party attire this summer, look first and foremost at the garb that has its own jacket or cape. Some of these assume the diminutive proportions of a bertha collar.

But you will find that they give you a sense of propriety, make you feel a little bit more lady-like. And after all, what more do you ask of this season's or any season's clothes?

Whether you are an unsophisticated miss of 16 or a sophisticate of 60, you will be enchanted with these little "under-cover" frocks this summer. Remove the jackets, capes or other coverings and see how sweet they are when sleeveless. They assume a party air, with the outer garb removed, and prove the unfailing truth that anything feminine that has a surprise in it is twice enchanting.

I. WHEN you attend the ball game, tennis matches or any other outdoor sports event, dress gaily this July, if you want to be smart. I suggest a little lightweight silk suit made into one of the prettiest spectator sports outfit I have seen. Its colors are unusual, stripes of brown and red against a chartreuse yellow. The skirt is pleated and topped by a plain yellow-waist, with a border of large patterned print, one of the new Bianchini prints that are so gay and so lovely. This same print makes a drop yoke on the little cardigan, with a turned back collar, for a feminine touch.

The hat worn with this outfit should be a medium large one. I have selected a brimmed yellow balibunt, trimmed with brown ribbon.

II. IF you are a little bit older and addicted to that delightful pastime of dining at the Country Club and staying on to dance afterwards, a charming cape ensemble in red, green and ivory chiffon solves your problems.

The sheerness of the chiffon, the delicate tracery of the exclusive pattern and the floating tiered skirt and unusual shoulder cape all give you the appearance of floating and just must transmit some of that impression to your own dainty self.

III. WHEN receiving this summer, be a cool hostess, so far as appearance goes. Nothing is more restful and welcome than the sight of a hostess who looks as if having you to dinner means nothing at all in her work life. The right clothes will help you to be just

such a hostess, all too rare in our summer-time entertainment life.

For this occasion, a diaphanous hostess gown, with removable cape scarf, is quite ideal. This one is in pale pink wide mesh net, the newest lacy material on the market; exceptionally cool looking because it is dull finish.

This gown has classic lines and a corsage decoration of a spray of pale pink gardenias.

IV. IF you are invited to a garden party, or a home wedding, consider an airy little chiffon in pastel shades made with wide borders of ivory tulle. It will flatter you, make you look your daintiest, and give you the appearance of perfect ease and peace of mind, it is so lovely.

The print uses roses, blue, pale green and a bit of lavender in its indefinite pattern, against a background of ivory. The skirt introduces fullness below the hips and its deep hem of ivory tulle heightens the airiness of the costume. The little capelet has a deep flounce of the ivory tulle and strings of the chiffon tie in a bow to hold it on with a very charming effect.

With such a costume, a picture hat of fine ivory erin straw for the brim and rose or any other pastel colored straw for the crown is decidedly chic. Banded with a moire ribbon in the crown's tone, it is very becoming and feminine.

V. FOR you who are under 20 and don't aspire to impressing the world with your worldliness, I have chosen a sweet little cape frock that has tremendous style in its fullness, which starts at the waist — brand-new fashion feature this summer.

It is a dainty little pink, black and white all-over printed crepe on a light blue background. All of the edges are piped in black; a black patent leather belt circles it at the waist and black pumps and a transparent black straw hat, with a diamond and turquoise pin complete the outfit.

There is tremendous chic in the little capelet that ties with its own scarf collar, all piped in black. With this removed the little frock becomes a charmingly youthful model, suitable for afternoon dancing, if you like tea dances. With the cape on, you can feel perfectly garbed for almost any occasion.

THE new shoes that go with these stunning outfits are worthy of being accepted into your wardrobe. Two new types of shoes are the summer oxfords and the open shank sandals. The first is hand-laced white kid, with brown, the second moire with satin.

Step into either of these pairs of shoes or any of these outfits and see if you don't feel a little bit more like the lady you want to be. Remember that first and foremost this summer, your clothes must induce that feeling. Next they must flatter you. Third, they must be comfortable and suitable.

These little outfits will do all of these things. Give them a careful look. You can't go wrong by selecting any or all of them for your own.

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CIRCULATION

OF THE HONGKONG TELEGRAPH.

"Quality Outfitting"



The phrase "Quality-Outfitting" is a hackneyed one—but we use it deliberately because it wears well at our establishment, as indeed do all things we sell to men.

Our reputation is staked on our merchandising skill—our discernment—and it flourishes.

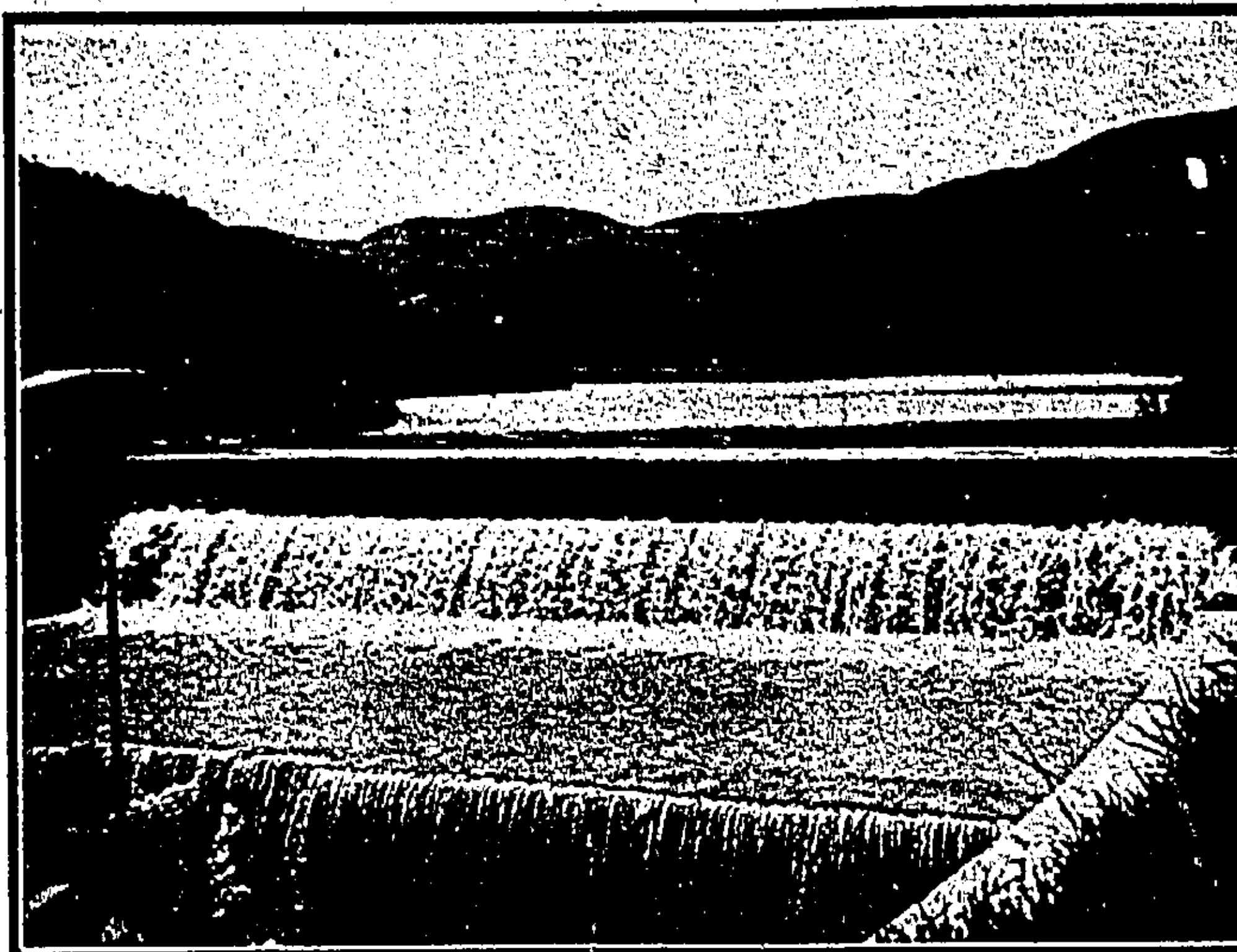
May we serve you also?

Pictorial Supplement

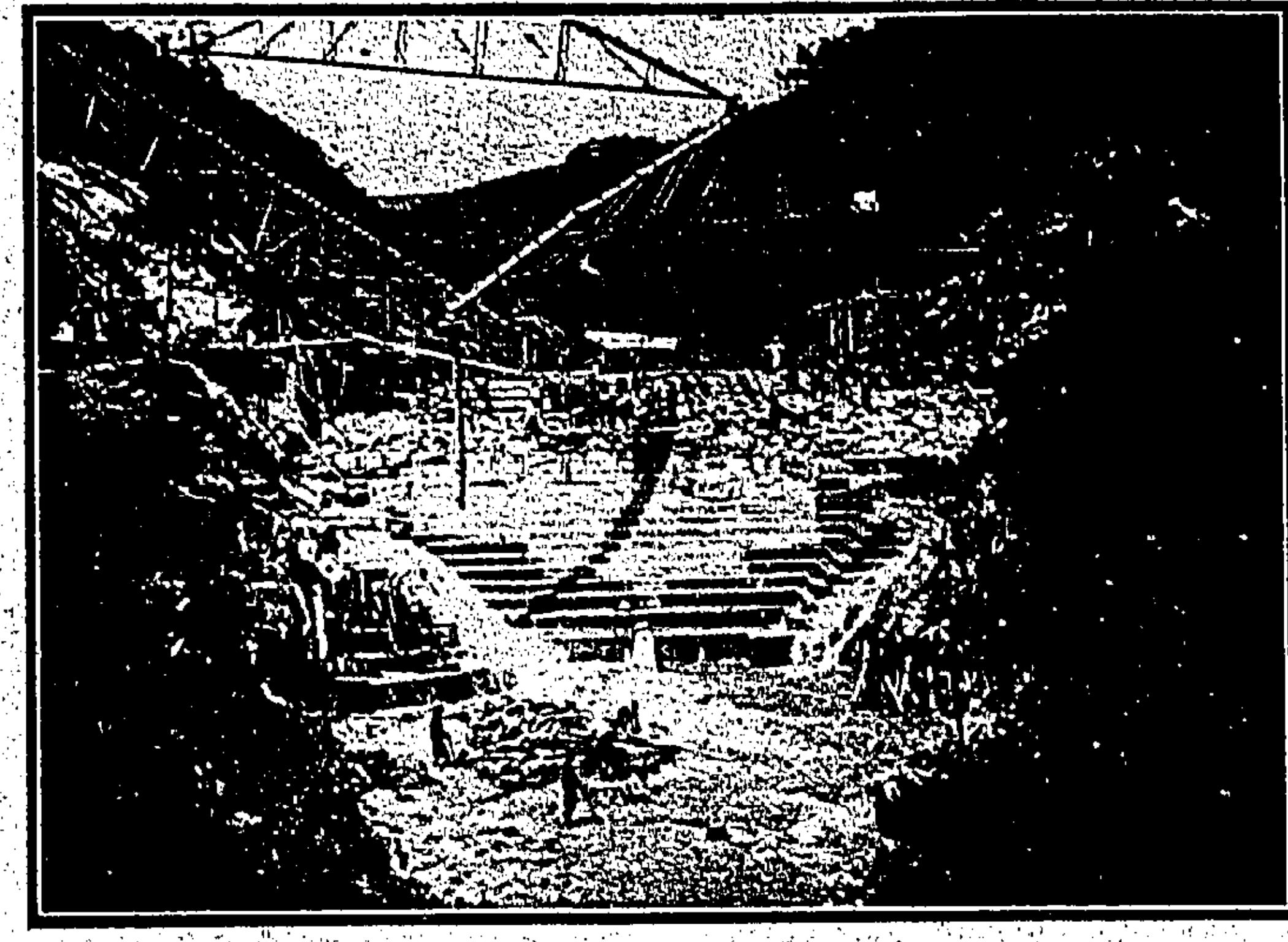
July 26th, 1930.

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IN THIS SUPPLEMENT.

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1-3, WYNDHAM STREET.
TELEPHONE 26601



Taken on Monday, after the heavy rains, this photograph shows Shing Mun reception reservoir overflowing at Sheklaipui. (Photo: Mee Cheung).



This photograph gives an excellent impression of the progress being made with the construction of the new Kowloon Bye-wash dam, which, when completed, will enable huge quantities of water to be impounded. (Photo: Mee Cheung).

Mackintosh's

FAITH!



Mr. C. G. G. Dundridge, advertising manager of the L.N.E.R., addressing the Incorporated Society of British Advertisers in London recently said that the most important medium of his company's advertising, that which represented the greatest expenditure, and in which he had the greatest faith, was newspaper advertising.

IF
NOTHING
BUT THE BEST
WILL SATISFY YOU—

Buy it from

THE DAIRY FARM

The Dairy Farm, Ice, &
Cold Storage Co., Ltd.



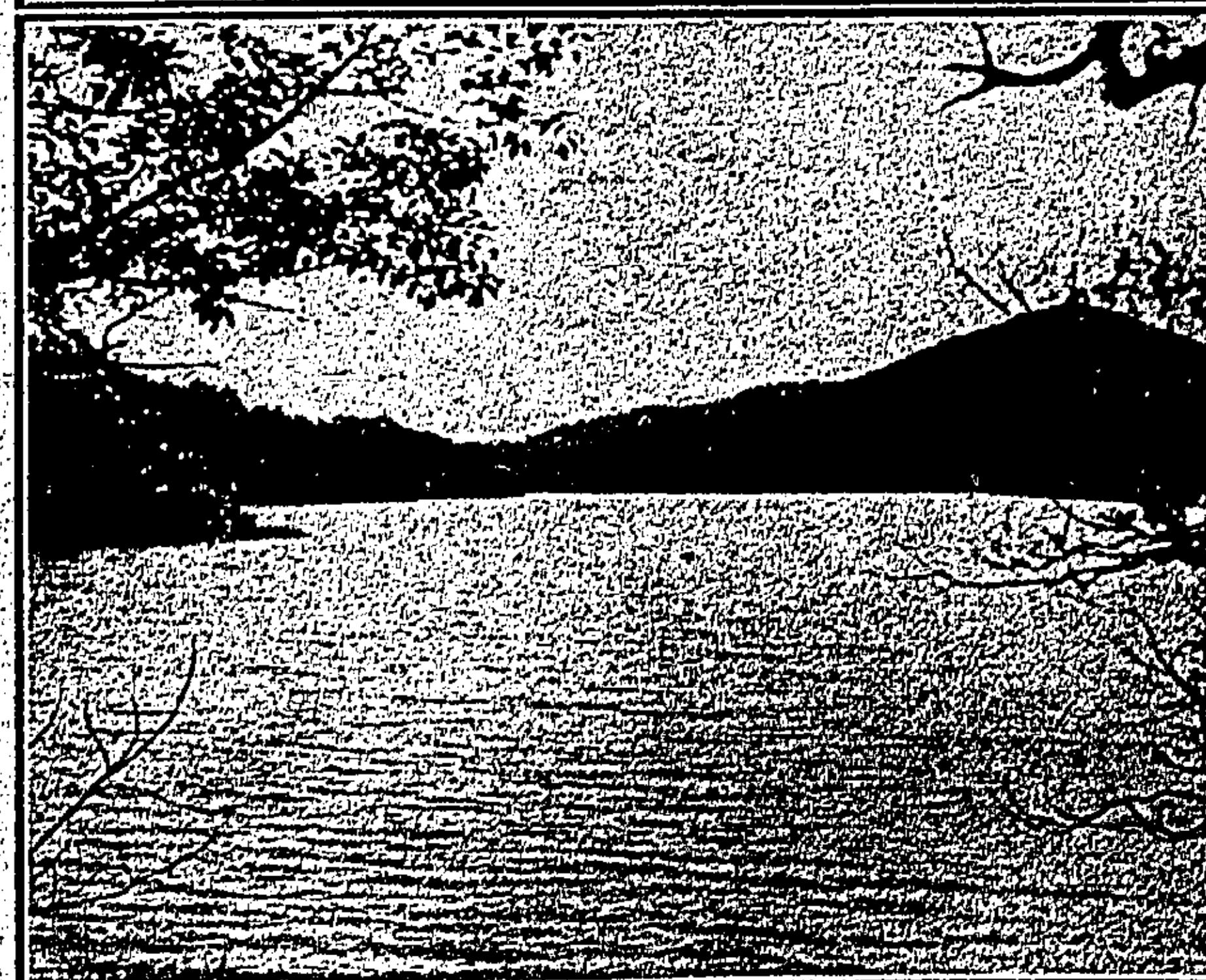
An effective picture of water rushing over the rocky face of the hillside when overflowing from the Shing Mun reception reservoir after the recent rains. (Photo: Mee Cheung).



His Excellency the Governor (Sir William Peel) photographed with Directors of the Po Leung Kuk, to which institution he paid an official visit on Friday of last week, being accompanied by the Hon. Mr. A. E. Wood, Secretary for Chinese Affairs. (Photo: A. Fong).



The above group was taken on the occasion of a farewell party to Dr. and Mrs. Seldon at Pak Hok T'ung, Canton. Dr. Seldon has been in charge of the Insane Asylum there for over twenty-five years.



Above is seen the Bund at Canton. Work has just commenced on the reclamation of that part of the river seen in right of picture from the end of the Tai Ping Maloo down to the Kwangtung Electric Supply Company's plant, which can be seen in the distance.

The top picture shows work on the site of the new Kowloon Bye-wash dam, whilst below is seen the Kowloon Reservoir well supplied with water from the recent rains. (Photo: Mee Cheung).

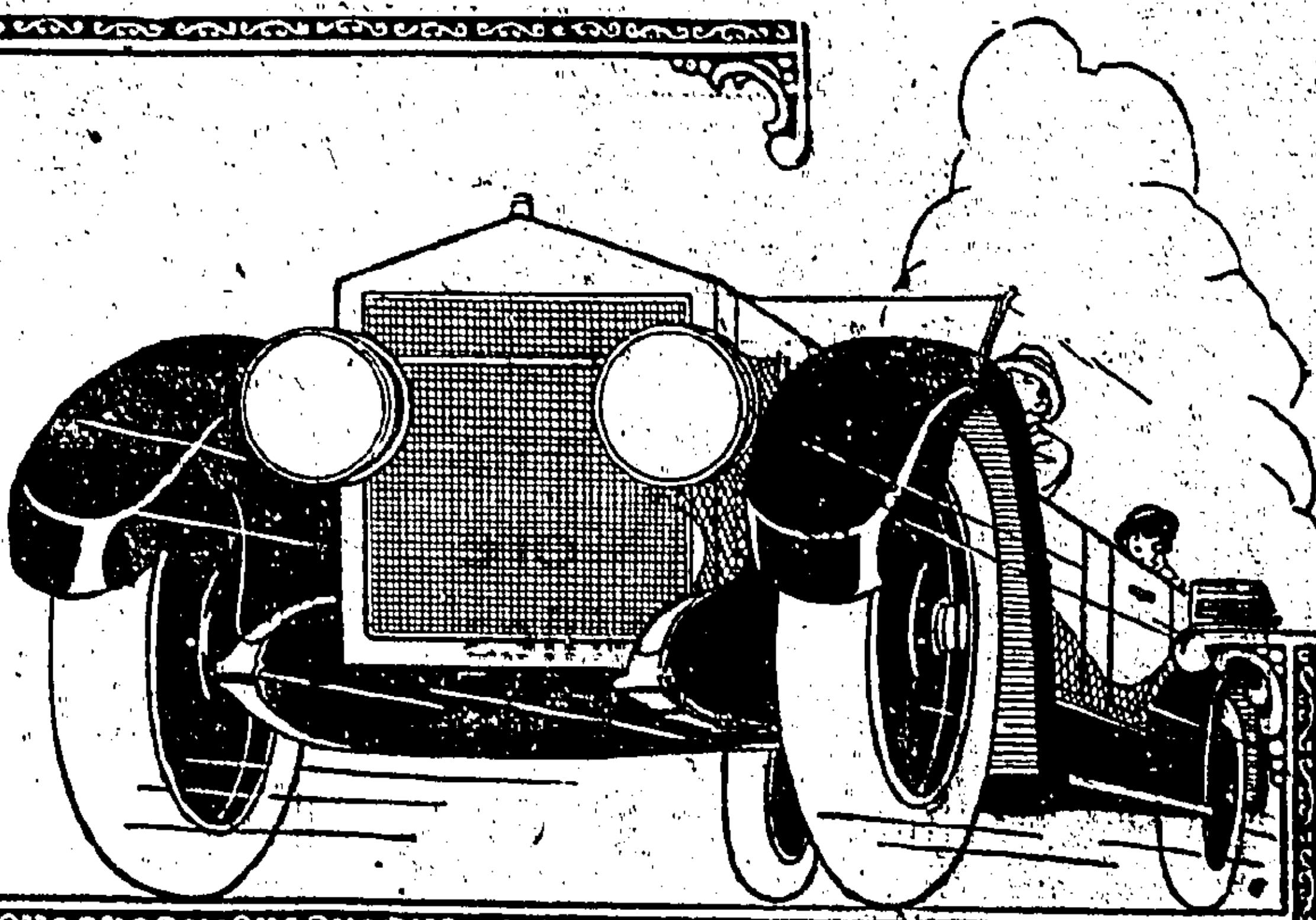
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WHITEAWAY LAIDLAW & CO. LTD.
**GREAT
SUMMER SALE**
STARTS
MONDAY MORNING
Drastic Reductions
TO
Reduce Stock.
Come Early to Secure the Best.

Whiteaway, Laidlaw & Co., Ltd.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY, 26th JULY, 1930.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



HONGKONG MOTOR ACCESSORY COMPANY

specialises
in all kinds of
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SPARE PARTS

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storage batteries
suitable for all motorcars, cycles
and radios.
ALL AT ATTRACTIVE PRICES
Call and inspect,
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CURRENT COMMENT

"Look Both Ways."

We have received several expressions of approval from motorists on the suggestion recently made in this supplement, that a campaign should be inaugurated with the object of impressing upon pedestrians the wisdom of "looking both ways" before crossing motor roads. Driving through Hongkong's congested thoroughfares has always been almost in the nature of an ordeal, on account of the habit of people suddenly darting across the roadway, and with the increased traffic, it does seem time that steps were taken to educate the Chinese public in the busier districts.

The H.K.A.A.

Members of the Hongkong Automobile Association, are particularly requested to address all communications to the Honorary Secretary, c/o The Hongkong Telegraph Office, Wyndham Street. The work of the H.K.A.A. is wide and varied, and it is of the greatest assistance if all correspondence is received at the office of the Association. Not only does it aid the routine, but ensures replies being sent out more expeditiously.

Repulse Bay Parking.

Although during the last year or so, parking space on the lower road at Repulse Bay has been considerably increased, there are still times, especially during weekends, when late-comers find a difficulty in securing space. This is in no small measure due to the fact that some motorists do not endeavour to economise in space, cars being parked at all angles. This wasting space is probably done without thinking, and it is to be hoped a gentle hint now dropped, will have the desired effect. Another matter dealing with the same locality refers to the use of the turning space at the far end of the road also for parking. Notices should be erected stating that that particular space is not for parking, and cars should be requested to proceed to the end of the road for turning.

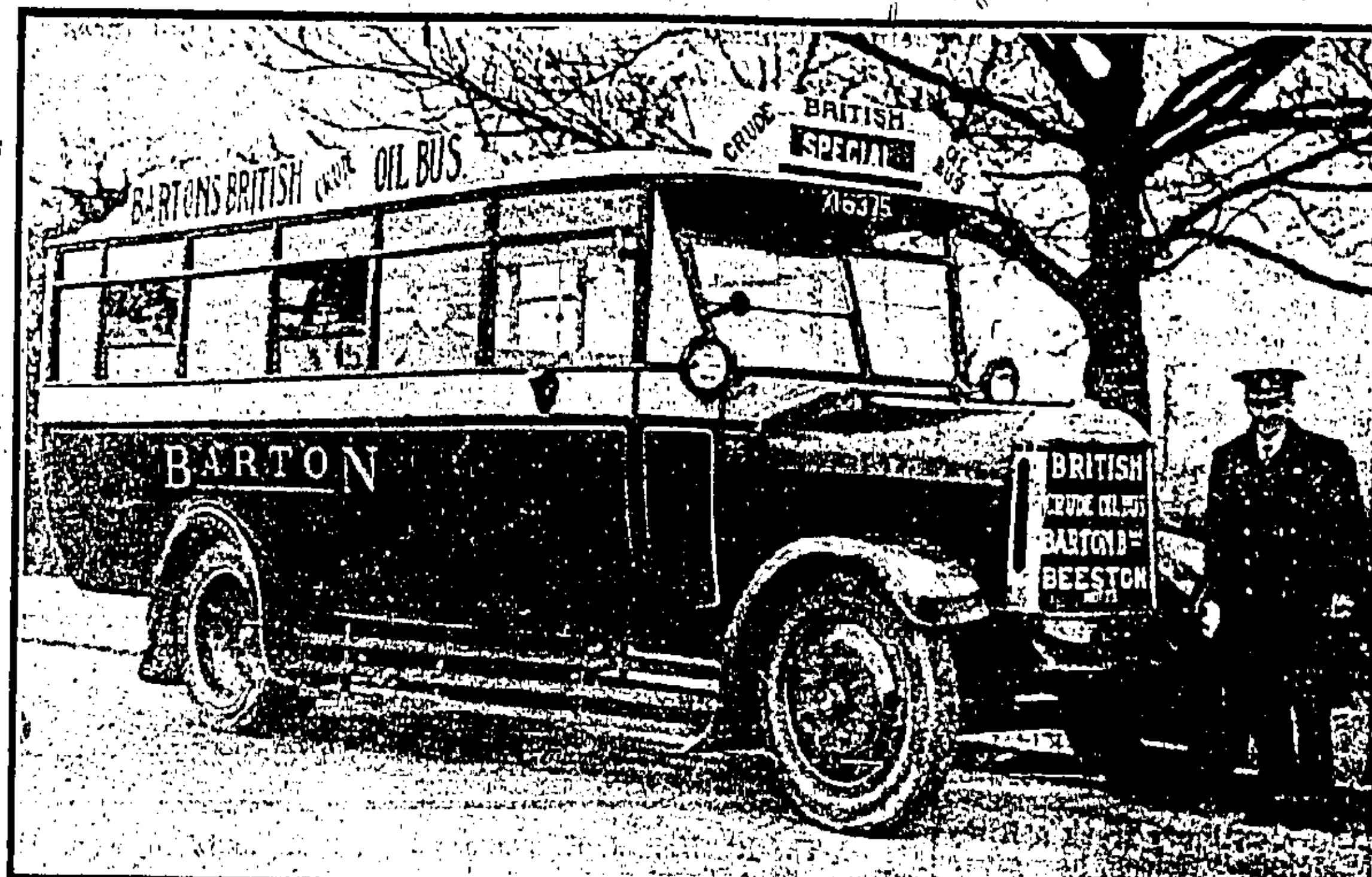
Roads and Trees.

We are glad to see that those trees which constituted such a danger outside the Helena May Institute have at last been removed. As we have so often stressed, although traffic thoroughfares shaded by foliage are pleasing to the eye, the practical aspect must not be sacrificed to the aesthetic. There are other places in the Colony where trees must be removed from the roadways, the one glaring example being the Wong no Chung Road. This particular route carries considerable traffic, and on account of trees taking up much valuable space, a very real danger is caused. Although there may be a few people who would countenance danger rather than remove the trees, the overwhelming opinion of motorists using such roads frequently is that public safety should come first.

Pictorial Review.

From Messrs. John I. Thornycroft and Co., Ltd., Union Building, Hongkong, we have received a most interesting Pictorial Review of the activities of the firm. Very few names in British industry have been more closely or more consistently associated with Transport than that of Thornycroft. For 70 years the firm's energies have been directed to increasing the means and reducing the costs of transport on land and water, and in the excellently produced Review before us, a most impressive outline is given of the world-wide associations of this vast organisation.

THE DEVELOPMENT OF THE AUTOMOBILE DIESEL ENGINE



example of the Barton Bus Co. and we are each installing engines but of the 6-cylinder type.

We give below comparative consumption figures and running fuel costs, which have been obtained by the Barton Bus Co. on the same vehicle with the two types of engine.

Following on the success of their first venture in this new field, the same Company has placed a repeat order and is also installing a 6-cylinder engine which will develop approximately 50 H.P. at 1000 r.p.m. and 63 H.P. at 1300 r.p.m.

The Leeds, Sheffield and Midland Corporation, and Messrs. Pickfords are following the example of the Barton Bus Co. and are each installing engines but of the 6-cylinder type.

We give below comparative consumption figures and running fuel costs, which have been obtained by the Barton Bus Co. on the same vehicle with the two types of engine.

Miles per Gallon on Petrol Local Price
Petrol 12 to 13 8.9 cents per mile
Crude Oil 21 to 22 1.2

Experience has shown that the flexibility of the diesel engine is equal to, if not better than, the ordinary petrol engine, and we are looking forward with interest to the appearance of Gardner Diesel Engines in some of the buses operated by local companies.

CHEVROLETS BUILT IN 1929.

Record Output.

Surpassing by 150,000 cars and trucks its previous record annual achievement, the Chevrolet Motor Company manufactured 1,350,000 automobiles in 1929. Due to the tremendous popularity of the six cylinder car, introduced a very ago, 1929 is the banner year in Chevrolet history.

Daily, weekly and monthly production records were broken over and over again during 1929. The most significant achievement of Chevrolet during the year was the placing of a million cars on the road in less than eight months. Although the first Chevrolet did not go on to the streets until last January first, there were a million in owner operation early last August.

An all-time monthly production mark was set in May, when the Chevrolet factories built 160,895 cars. A new high monthly record was established in every month except January.

The consistency with which Chevrolet production has gained annually in recent years may be noted from the following annual production figures:

1924	309,000
1925	510,000
1926	728,000
1927	1,001,000
1928	1,200,000
1929	1,350,000

DISCARD SPEED LIMIT.

Twelve states namely Connecticut, Florida, Indiana, Iowa, Kansas, Maine, Michigan, Montana, Tennessee, Vermont, Wisconsin and Wyoming, have discarded a fixed speed limit and stipulated a rate of speed that is reasonable and proper.

LOCATING TROUBLE.

When the Engine Misses.

USEFUL HINTS.

Most of our automotive instruction books warn us when to have the valves of our engines ground and to see that accumulated carbon is scraped out of the cylinders and that our spark plugs operate properly.

Trouble is we generally forget our instructions before reaching the first 1000 miles, and so we go on driving until the engine balks.

It begins to miss, and we're up in the air for lack of knowing what

to do. Looking again at our instruction book, we find that knowing what to do in this case is rather a simple matter.

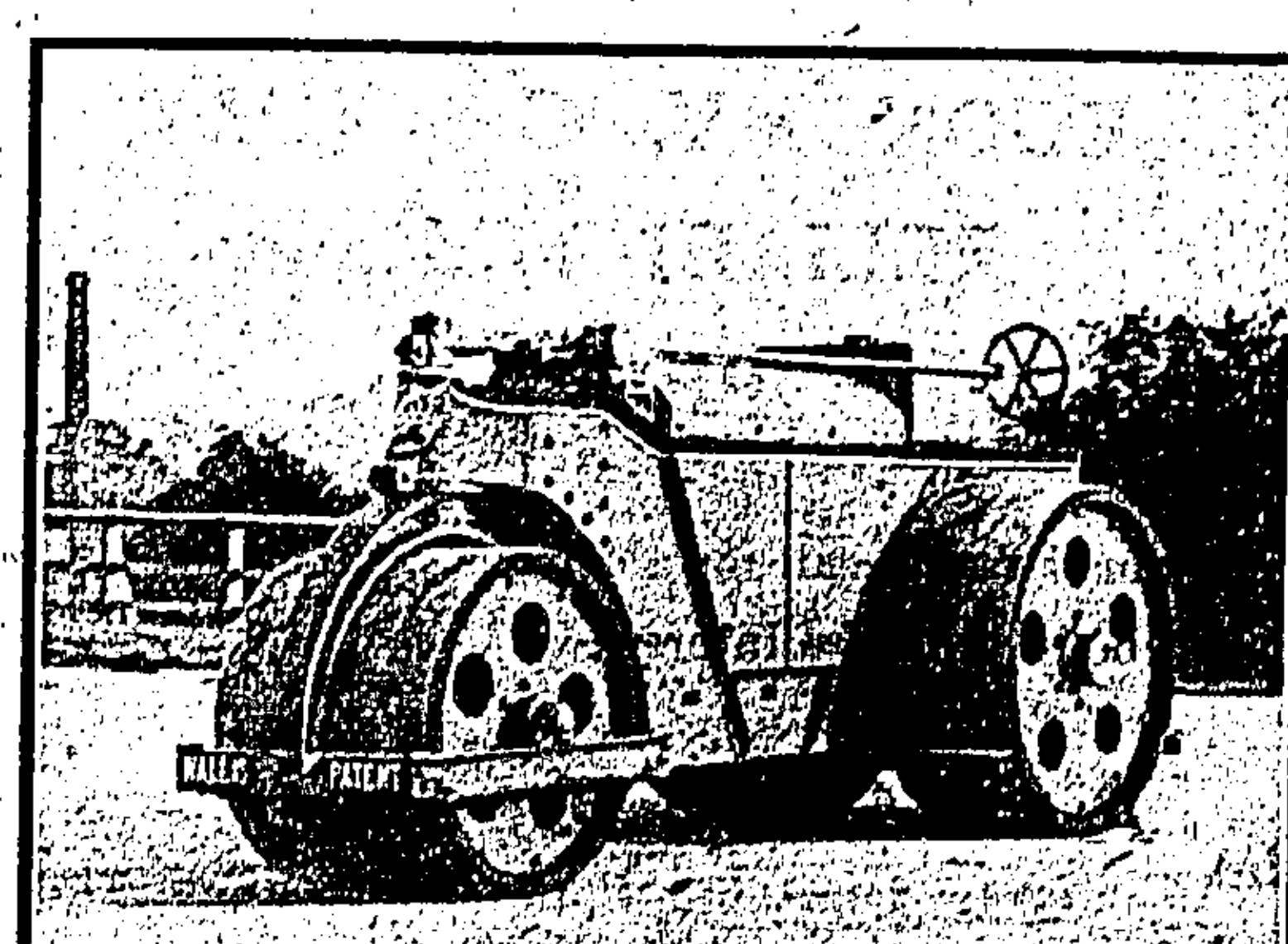
First, to find the miss—or missing cylinder.

That's merely a matter of shorting the spark plugs, in nine cases out of ten. A wooden-handled screw driver is used. It is applied at each spark plug, so that the steel makes a short connection between the top of the spark plug and the cylinder head.

If this act slows up the motor still further, it is a sign that that spark plug is hitting properly, and the search may go on to the next plug.

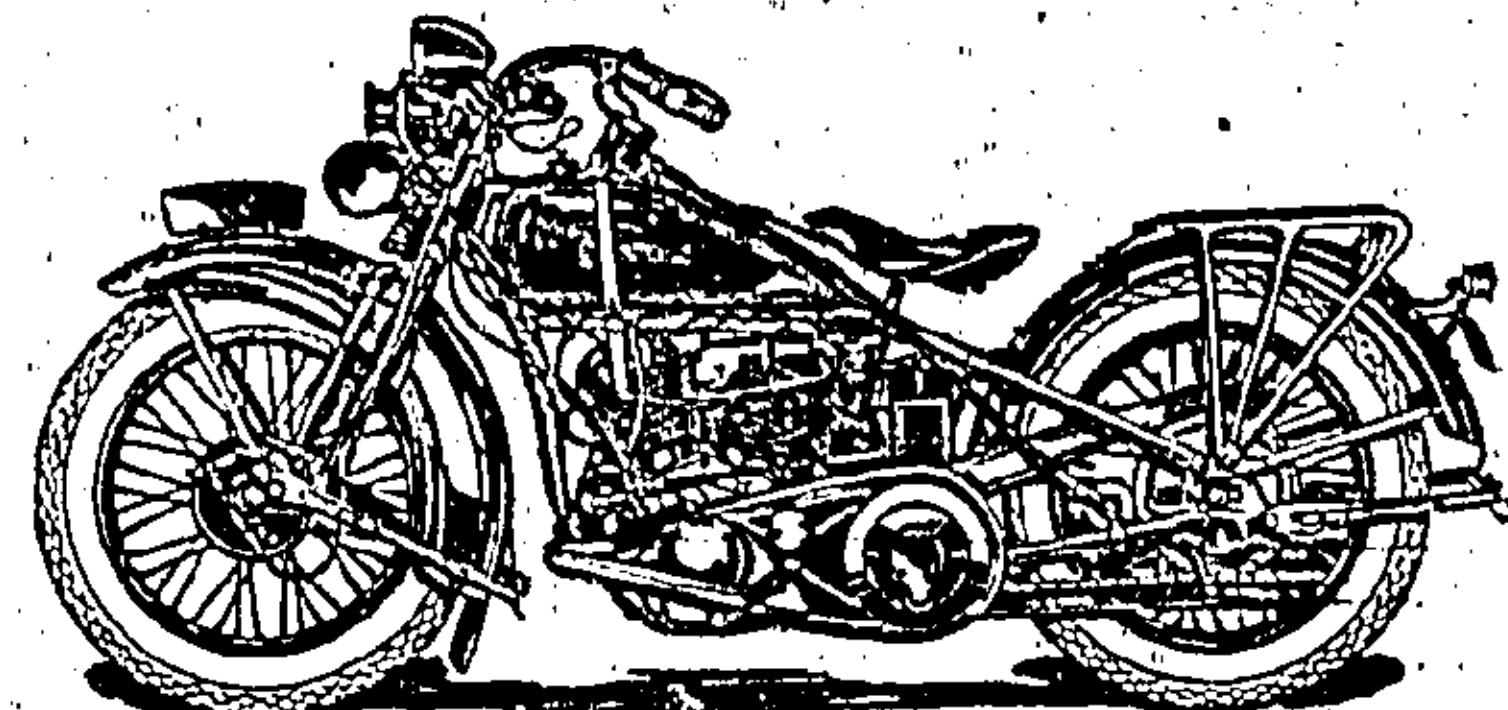
It then is a matter of taking out the plug, cleaning it thoroughly

CRUDE OIL ENGINED ROAD ROLLER.



We are indebted to Messrs. Dodwell & Co., Ltd., for the picture of the road roller shown above. This is yet another example of the growing popularity of crude oil engines being employed in place of older types of power units.

THE WONDERFUL 1930 "HARLEY"



Now on Display.

SEE THE NEW MODELS EARLY.
The Gascon Motor Co.
2, KWONG WAH ROAD.
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NEW MONUMENT.

Sunset Crater, volcanic territory within the Coconino National Forest in Arizona, has been set aside as a National Monument by President Hoover. The area set aside contains 3,040 acres.

BIG TAX INCREASE.

Automobile owners in Alabama paid \$14,611,369 in motor taxes during 1929. The tax for 1930 was only \$5,850,000, almost two-thirds less than that of last year.

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WORLD BUS USE.

It is estimated that there are 285,000 motor buses in use throughout the world. Of this number the United States has 92,500.



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COME AND SEE A NEW B.S.A.
COMBINATION ON SHOW.

THE SINCERE Co., Ltd.,
SOLE AGENTS.



"The BIGGEST THING IN
SMALL CARS"

Is the title of very clever article written in the Illustrated Sporting and Dramatic News by Mr. H. Massac Eustis, the famous English motoring critic.

At the present high cost of Oils, Gasoline, and Tyres donot fail to call for a demonstration when intending to buy a Motorcar, it will be in your own interest.

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Tel. 24821.

MOTOR NOTES FROM GREAT BRITAIN.

[Special Report to the Hongkong Telegraph by R.A.C.]

The Tragedy on Lake Windermere. The tragic death of Sir Henry Segrave on Lake Windermere naturally obscured to some extent the brilliant performance of his boat "Miss England 11" which, in the two runs completed before the catastrophe had already established a new record of 98.76 m.p.h. It is believed, too, that this did not represent anything like the maximum speed of the craft, which after further trials was expected to carry the record up to a much higher figure. It is appalling to think that two human lives were lost through the vagaries of a floating piece of stick.

The Rolls-Royce engines in "Miss England 11" were largely constructed of Hiduminium R.R. 50, a recently discovered aluminium alloy. This was one of the secrets of the Derby laboratories which brought victory in the Schneider Trophy race last year for by its means each engine unit was lightened and modified until it delivered nearly 2,000 b.h.p. with a power-weight ratio of 12 oz. per b.h.p., though originally designed to give 875 h.p.

A feature of this revolutionary metal is that it is not only lighter and tougher than former aluminium alloys, but has many times their resistance to "fatigue" under the stress of heat and prolonged vibration.

Victories on Road and Track.

Once again, the Grand Prix d'Endurance at Le Mans has seen British cars triumph and, on this occasion, take the first four and the sixth places in this gruelling 24-hour road race. The 4½-litre Bentley driven by Birkin put up a lap record at 92 m.p.h. and the winning 6-cylinder Bentley, at the hands of Barnato and Kidston, achieved a new distance record of 2,864 kilometres.

On the Montlhery track a Riley Nine "Monaco" saloon has given striking proof of the progress of the British light car. Driven by Messrs. Eldridge and Eyston, it covered 1,000 miles at an average speed of 67.79 m.p.h.; 3,000 miles at 64.44 m.p.h. and 5,000 Kiloms at 64.33 m.p.h. in all, taking no less than 9 International class G records. The trial then only terminated because the track was required for other purposes.

The object was not primarily that of speed, but rather a means of demonstrating the degree of reliability attained. The running of a small engine for long periods, developing sufficient power to propel a standard saloon car at well over a mile a minute constitutes a very searching test.

By the way, Mr. Shippam and his companion, Mr. Dixon, who are doing a "Round-the-world" tour with a Riley Nine will soon be in New Zealand after completing their tour of the United States.

Seeing for Themselves. Coventry has had some very distinguished visitors during recent

weeks when Mr. J. H. Thomas, the Dominions Minister, and Mr. Stanley Bruce, ex-Premier of Australia, inspected the Humber-Hillman works and, subsequently, 200 delegates from the Imperial Press Conference selected the same works in order to see the models introduced by these concerns and exported by Rootes Ltd., to meet Overseas needs.

Particular interest was shown

in the Humber "Snipe," a model

which Mr. Bruce owns incidental

ly, and which will compete in any

market with foreign rivals.

In a message to the delegates, Colonel Cole, Managing Director of the Hillman-Humber-Commer combine

explained that the development of Overseas markets now stood as the dominant influence upon the trend of design and factory development within the group. Plans are in

hand to double and treble output

and a world-wide service organi-

sation, complete with spares, is

being established.

The Royal National Lifeboat Institution has adopted the F.W.D. roadless traction tractor and trailer to overcome difficulties in launching. The tractor is built essentially for traversing soft ground and particular attention has been given to making it as waterproof as possible. The exhaust, for instance, is carried up to a high level through a form of tower which also contains the air intake pipe. A balance pipe connected to the float chamber prevents a partial vacuum forming in the box enclosing the carburettor and consequent petrol starvation. The magneto is also completely protected from the effects of water and ventilated by piping down which air is sucked through the casing and passed by this component.

Fire Engines and Their Drivers.

For teaching the drivers of the London Fire Brigade, the London County Council provide instructional machines, the chassis of which are identical with those used in the construction of motor pumps and tenders, but which carry only a plain lorry body. Two such vehicles have just been delivered by Dennis Bros., who have supplied no less than 155 fire-fighting appliances to the

"Silver Arrow" continues to win golden opinions and has definitely consolidated its position. People are quite staggered by its extreme silence and this feature alone is meeting with its due reward at a time when there is a very definite feeling among the general public against noise. Another very attractive feature is the spring frame which makes road bumps disappear. A great contribution to road safety are the inter-connected brakes, pressure on one pedal applying both brakes. Finger nuts allow the rider to adjust the proportion of the braking effort which is applied to the front and rear wheels respectively to suit his own liking or to deal with varying road conditions.

The Triumph Junior is likely to increase the popularity of motor cycling among women who appreciate that it is a genuine lightweight. After all, it does need strength to balance and "kick-start" a medium-weight machine, and, further, the new machine can be ridden comfortably in ordinary every day clothes and is thus most useful for travelling to and from work.

Fire Engines and Their Drivers.

In 1927, a certain gentleman in London bought a 550 c.c. Ariel which he used for the next two years, covering 15,000 miles. The machine was then purchased by two Americans who proceeded to tour Britain, Europe and North Africa—a trip of some 19,000 miles for which the average cost per mile worked out at just over a half-penny.

Possibly, however, the sequel is worth recording for when the Americans arrived back in England a few months ago, they had no further use for their machine and reluctantly parted with it to the original owner, who has decided to keep it!

CAR PARK IN BOAT.

To do away with costly crating in the shipping of motorists' cars across the Atlantic, the French liner "Lafayette" has installed a "car park" into which cars can be driven and anchored during the trip across the water.

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Reliable Drivers Supplied
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Rev. G. E. S. Upadell
Hon. Secretary.

O/c "Hongkong Telegraph"

NOTICE

TO ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

RAILWAY BUSES.

Seventy-eight railroads in the United States operate more than 238 passenger-carrying buses. The Pennsylvania operates the most—705.

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Piston Displacement 194 Cubic Inch. Wheel-Base 107 Inches.
Speed 60 M.P.H.

Model	Net Weight	P. D. B. Freight Price	Extra Charges	Packed Assembly, Shipped Deliver	Hongkong Price
Roadster.....2-pass.	2,183 lbs.	G\$495	G\$37	G\$88	G\$720
Roadster, Sports.....4-pass.	2,240 lbs.	555	37	184	780
Roadster Deluxe.....4-pass.	2,240 lbs.	600	49	191	840
Tourer.....5-pass.	2,240 lbs.	495	37	188	720
Coach (2 door).....5-pass.	2,500 lbs.	565	42	233	840
Coupe.....2-pass.	2,400 lbs.	565	42	233	840
Sports Coupe.....4-pass.	2,470 lbs.	655	54	241	950
Club Sedan (4 door).....5-pass.	2,585 lbs.	665	42	241	950
Sedan.....5-pass.	2,585 lbs.	675	42	243	960
Sports Sedan.....5-pass.	2,555 lbs.	725	44	251	1020

Hongkong price includes spare rim Right Hand Drive (5.00) Spare Tyre and Tube, (12.00) Bumpers, (18.00) Export Refinements and Bulb Horn (10.00)

INTERNATIONAL SERIES "A D" COMMERCIAL.

R.A.C. Horse-Power Rating 26.35.
Brake Horse-Power 48 at 2,600 Revolutions.
Piston Displacement 194 Cubic Inch. Wheel-Base 107 Inches.
Speed 60 M.P.H.

Half Ton Chassis (20 x 4.50 Tires)	1,740 lbs.	G\$365	G\$37	G\$88	G\$500
Half Ton Delivery Truck	2,100 lbs.	410	37	193	670

Hongkong Price includes Right Hand Drive (5.00) Spare Tyre and Tube, (12.00) Front Bumper (18.00) Bulb Horn and Refinements (10.00).

INTERNATIONAL SERIES "L. R." COMMERCIAL.

R.A.C. Horse-Power Rating 26.35.
Brake Horse-Power 48 at 2,600 Revolutions.
Piston Displacement 194 Cubic Inch. Wheel-Base 131 Inches.
Speed 45 M.P.H.

1½ Ton Chassis (20 x 5 Tires)	2,435 lbs.	G\$520	G\$40	G\$140	G\$700
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TRAFFIC POLICE TRAINED FOR EXACTING SERVICE.

American School Prepares Men to Keep Things Moving.

DISCUSSION OF REGULATIONS.

[By John T. Velle.]

That the rights of a pedestrian are not "the last rites" has been demonstrated anew to some 2,500 policemen who have just completed three-day courses in the traffic and street safety school of New York city's police college. The pedestrian has an inherent right to move when and where he pleases, the operator of a vehicle only is enjoying a privilege, the attentive officers have been told. The walker's right harks back to time immemorial, to those idyllic days when naught but footsteps pressed the secund-greensward. Long afterward came cross vehicles digging into the terrain, but only by sufferance and for a fee. Theoretical distinction continues.

The alleged king of the road, however, is cautioned still to be conscious of "the duty of exercising due care for his safety" as a new State law puts it.

The short-term students, all brought to the lecture room between traffic tours, have heard again the purpose of the Police Department—to protect life and property. The primary function is to protect life; *ergo*, the pedestrian must be protected.

Vehicles, being property, are of secondary importance.

But the danger of trying to argue logically with a moving machine is demonstrated by hospital records. New Yorkers are learning to develop a traffic sense which the officers at crossings must apply continually.

More Days Off Monthly.

Despite more days off during the month, the traffic policemen look upon their brother patrolmen with beat somewhat enviously. The feeling has been intensified since the latter were relieved of staying at the station as reserves after hours of duty. Every third week the club-swingers get on a shift beginning at midnight, when the underworld is most active. But from a traffic post the possible danger of a late tour seems not so formidable to men side-stepping

officer has been shown that by turning with traffic instead of backing into it he lessens the chance of serious injury to himself. Balancing the body is shown to be an important factor in alertness. Even the whistle is weighed in the balance, and assigned permanently to the left hand.

Courtesy, to which the attention of policemen is drawn continually by placards which Commissioner Whalen has had posted in all their quarters, gets considerable attention in the traffic school scheme of things. Hours are devoted to explaining how courtesy oils the machinery of urban movement, just as recruits are instructed that the best way to control children on their beats is to gain the confidence of the youngsters. Three dulcet peeps and an unmistakable hand signal to an offending motorist are shown to be more effective and less wearing than loud blasts.

Any general cranking of necks adds unnecessarily to the hazards of the road.

While the police proceed on the assumption that most infractions of the law are due to ignorance rather than deliberate intent, the school has stressed also the need for policemen to be on firm ground. Of the twenty-four hours in the traffic course, sixteen are devoted to expounding U.P. 47, which is the little booklet of traffic regulations to be had for the asking by citizens at any police station in the city. Eight of the hours are spent in the classroom; the other eight are spent on the streets, a practical laboratory.

Discussion of Regulations.

The other subjects in the curriculum dovetail into the discussion of the traffic regulations. In accident prevention, for instance, the officer is supposed to know that an overloaded vehicle may cause trouble. From his post he can see a shift in merchandise invisible to a truck driver, an unlit rear lamp or other potential accident factor.

Parking time limits also enter the discussions, with some unofficial comment upon parkers expecting unlimited privileges throughout the year because of a cigar bestowed with a flourish at the Yuletide.

Another subject touched upon is the proper method of serving a summons, that "ticket" which the motorist dolefully contemplates. In many cases the patrolman uses psychology to impress his traffic messages upon the offender. A stern lecture may be followed by a smile and a wave of farewell. But once a summons seems necessary, the policeman is all set to

FRENCH COMBINE.

Merger of Three Concerns.

VIEWED AS PROBABLE.

It is learned that in order to resist the increasingly successful competition of American motor car companies, especially General Motors and Ford, three leading French automobile firms, Citroen, Peugeot and Renault, are negotiating for the conclusion of a working agreement.

Association of these manufacturers, which for a long time was favoured by Citroen and Peugeot, has heretofore been opposed strongly by Louis Renault, founder and head of Renault's.

The success of the new Ford models and the Fordson and Chevrolet light trucks, which are being widely used in France, particularly by farmers, broke the last individualistic resistance of the French manufacturers.

The production of the Citroen, Peugeot and Renault works last year represented three-quarters of the total French output, which is about 300,000 motor cars and trucks a year.

ROAD TRAFFIC BILL.

A long debate took place in Committee on the clause in the Road Traffic Bill requiring the driver of a motor vehicle to carry and produce on demand a certificate showing that the vehicle is insured. It was suggested that it should be embodied in the car licence, but the Minister of Transport held that that was not practicable.

see it through the next day in court. Here again his behaviour and necessary facts are treated in the curriculum.

Special lectures are devoted to hacks, including taxicabs, and drivers. One puzzled the instructor asks—What vehicle with wheels uses the streets? "A horse" is the answer, since the regulations define a vehicle as every conveyance used for the transportation of persons or merchandise, including a draught or riding animal, whether driven, ridden or led—except a baby carriage.

The methods of automobile thieves are revealed by an expert in their detection. A car with its motor humming in front of or near a jeweller's store is supposed to stir an officer's suspicions immediately. Truck and merchandise thievery is analyzed: some thieves bring their own truck for the goods; some want only the truck; others are not content unless they can run off with the whole business.

The regulation of traffic by lights, and the mechanism of the lights, which are dotting the city more and more, also figure in the crowded curriculum of the traffic men.

Practical Support.

Sceptics about theory have found instructors with long practical experience to back their statements, from Deputy Chief Inspector John J. O'Connell, dean of the college, down. The traffic school is under the direction of Lieutenant James Harton, John C. Meyer and William Turk. The college was installed by Commissioner Whalen in the former candy factory across from Police Headquarters, on the lower east side.

With practically all the traffic men through their school, the staff is turning its pedagogical activities to those desirous of promotion and to men on beats who wish to get into the traffic end. The patrolmen, by the way, are not relieved from enforcing traffic regulations, any more than the officers at crossings are relieved from heeding a call for help.

The items which the traffic men have to review hastily are being studied more exhaustively by the hundreds of young men taking the three-months recruit course in the college, under the direction of Lieutenant John Murray.

In training recruits for traffic work, three essential qualities are stressed: firmness, courtesy and knowledge. "Good judgment" is prescribed. In arriving at a decision, this achieved, the officer is directed to carry out with "absolute" firmness his conclusion as to a necessary signal or the treatment of an offender.

Alertness is urged to prevent accidents and violations of signals. Recruits are instructed to cultivate the good-will and respect of careful drivers by close attention to duty, consideration in giving signals and by regulating, advising and assisting pedestrians. Some officers are able to coordinate these ideals for brief periods; some have to retire periodically to near-by corners to determine whether they themselves are coming or going. Otherwise sweet dispositions sometimes crack under the endless assault of vehicles and pedestrians. Shorter periods of continuous duty have been suggested to relieve the nervous tension of bluecoats at busy crossings.

ROOFS FOR PARKING CARS.

Upstairs Bedrooms for Our Cars.

Many imaginative writers have pictured great cities of the future with sky-scraping buildings on the flat roofs of which business folk, shoppers, and pleasure seekers will park their private aeroplanes. The dream, or nightmare, may come true, writes Capt. P. A. Barron, but before this happens it is likely that we shall see car parks on the roof-tops of great stores, offices, and perhaps theatres.

Also we shall see in central positions vast garages many storeys high and capable of storing thousands of cars. Already we are familiar with the idea of parking our cars upstairs. We know they can be driven up inclined planes or raised by elevators to the upper floors, and it is evident that as the numbers of cars in our great cities increase the only practical solution of the difficulty of finding temporary parking places and garaging accommodation is by the provision of buildings of many floors, and perhaps many basements, containing an enormous amount of floor space.

In no other way can a great number of cars be stored within a limited area.

It is conceivable that the woman shopper of the near future may drive her car into a department store. An electric lift will whisk it from the ground to an upper floor or the roof, and it will remain there, while the purchases are being made.

No doubt these wonderfully organized businesses would devise a system by means of which purchases made in any part of the building would be conveyed to the upstairs garage and placed in the respective cars. The whole matter would be so simple and convenient that customers would not ask firms to deliver any but the larger goods, and this would relieve the roads of many small delivery vans. Think of the convenience to the woman shopper. In wet weather she would enter her closed car housed in a garage which would be an integral part of her residence and could be entered without the owner having to place foot over the threshold. She would drive to the great store and step out in the brightly lighted vestibule.

Parking Difficulties.

So far as the public parking places are concerned, we all admit that they are a great convenience, but there are irritating limits to the time during which cars may be left in them and many of them are much overcrowded during certain hours of the day. In many cases cars have to be parked as closely together as possible, and as all drivers are not experts, damage to coachwork and wings is by no means uncommon. Backing into the only vacant place in a long rank of cars has caused many a driver more anxiety than he has ever felt when making the final putt on the 18th green which will win or lose for him a club championship. The failure of a motorist to hole out at the first putt may be very expensive indeed.

In many parts of London we are

tunately it is in the most congested business and shopping centres that sufficient parking places are most difficult to find, and local authorities are faced by many difficulties. Residents in once quiet squares may raise strong objections if their former seclusion is destroyed by the continuous arrival and removal of cars which are no longer allowed to remain stationary for more than a few minutes in main thoroughfares. Shop proprietors, who contribute much to the rates, also complain bitterly that their trade is injured by harassing restrictions which forbid motorists to stop anywhere but at appointed places, which may be at considerable distances from the shops they wish to visit.

Motorists themselves, and particularly women motorists, display animosity when they find that the police issue summonses against them for leaving cars outside shops for periods which (seemingly, at least) may be only a few minutes. They say, with much justice, that they are given no warning regarding these regulations, and that there are no directing signs to show where the nearest parking places are to be found. I know one young woman driver who told me, almost with tears in her eyes, that she had been fined, and that some 20 other women motorists had been fined on the same day, in a country town for leaving their cars outside shops, though, until the summonses had been issued they had no knowledge of the local regulations.

The Time Limit.

Certainly, I think they had cause to complain. In streets in which cars are not allowed to stand for more than a few minutes there should be notices prominently displayed, and these should state the time limit, and should also indicate where the nearest official parking places are to be found. In many districts the police have a way of allowing motorists to do much as they like for some months. Then one day it appears to be decided that regulations are to be enforced strictly, and the result is a batch of summonses and resultant fines. It appears that the police consider that a general "round up," which is reported in the Press, is more effective than a few isolated proceedings. They may be right, but it is hard luck on those who are rounded up without warning.

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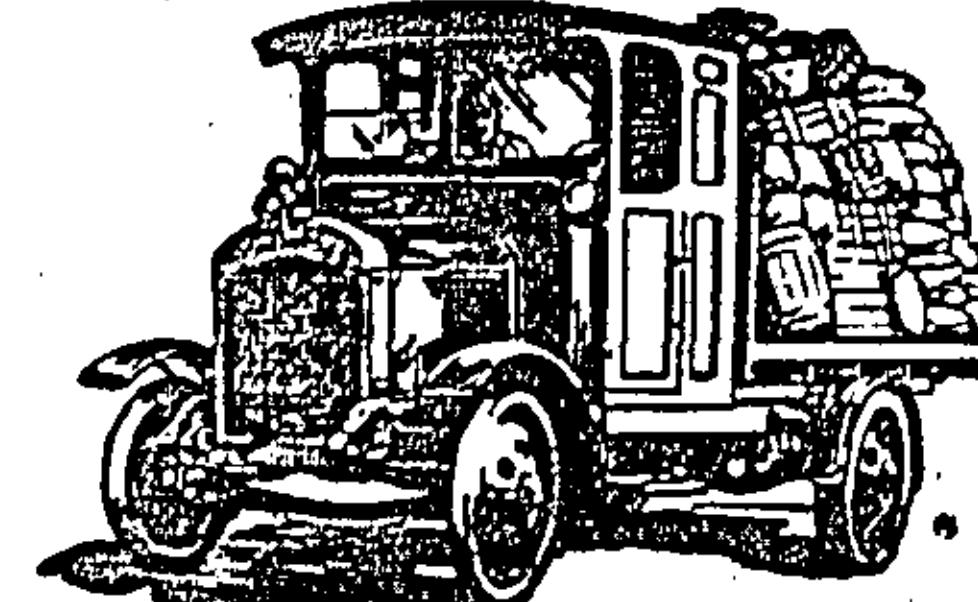
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With a larger, longer, roomier car... with even faster speed... with greater power... with quicker acceleration... in good looks... in real values... in reliability and economy...

The common exclamation of everyone when he has ridden in the New Essex Challenger is: "How did you do it! How do you get this greater power and faster get-away! How do you get this speed?"

It is a new Essex Challenger from front end to tail light. It is a longer, larger car. The Super-Six motor is made smoother and given a wider performance range. The motor retains every advantage you know in economy and long life. It is so distinctly modern in all things that count that you must want to own it.

The bodies are roomy. There will not crowd the rear seat. There is room for your hat. You do not have to squeeze into the driver's seat. The clutch and brakes operate at the slightest foot pressure. Proper balance and mechanism make it easier to steer.

This sweeping challenge is for you to know that the New Essex Challenger is a thoroughbred automobile.

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A WANDERER'S RETURN.

How Motoring in Britain Impressed an Exile.

QUALITIES OF BRITISH CARS.

After ten and a half years of undiluted tropical Africa, during which time the largest town I ever saw was Bulawayo, and that only on the occasions of my half-yearly visit to headquarters, it was with considerably excitement and many anticipatory thrills that I found myself in the position of being able to take a "Homeleave" last summer, thanks to the generosity of the powers-that-be and the benevolence of the manager of the bank where I garage my pass-book.

During my protracted exile I had never missed a copy of *The Autocar*, which was never less than four, and frequently five or six weeks old by the time it reached me; and with the object of keeping myself up to date in motoring matters, and *au courant* with new models, new inventions, and the latest improvements, and no doubt clutching subconsciously at any link keeping me in touch with Home, I read my copy through from cover to cover, sometimes in the comparative comfort of my own jerry-built house, sometimes on the shimmering bosoms of the great Congo and Kasai rivers, and sometimes in one of the little grass huts that constitute my hunting camp.

Bearing in mind that my last sight of England was of the war-torn country that I left soon after the Armistice, and my motoring had then, for the previous four years, consisted of promiscuous and often illicit runs on pre-War cracks over vertebral-shattering roads on the hectic occasions of a few days' leave from the Line, I was prepared for many surprises, partly from my meticulous perusal of *The Autocar*, and partly from the remarks I eagerly lapped up from the luckier ones, who had more recently been Home. Surprises I got, and many, but several that I had anticipated did not materialize, whereas I ran up against others I was unprepared for, which, when you think of it, is rather the way that surprises have.

The First Shock.

My first shock, if such a blunt word can be applied, was the homely and soothing impression of the

village to find a dozen oxen to pull it through the river and up the boulder-strewn, crumbly precipice on the other side?

Have you ever had twenty-seven thorn punctures in one day, and mended twenty-five of them yourself, the earlier numbers of the series occurring in a temperature of 120 degrees?

Anyhow, that is neither here nor there as regards my glorious motor-ing leave in England.

I went to London. Traffic here and thereabouts is certainly a bit thick, but moves much faster than I had expected, and is most excellently controlled, and driving there is easy, provided one exercises a modicum of common sense and does not get flustered. Again, there are Birmingham and Glasgow, where also the traffic is on the thick side, though considerably slower than that of London, but less said about them the better.

The traffic congestion, which honestly I was rather dreading, I found to be very much over-rated. Certainly, for my first few days the roar and clatter of the street traffic of Plymouth, which I then, on my first day, thought amply justified that I had been hearing of the congestion obtaining at Home. May I repeat that for over ten years my infrequently visited "big town" had been Bulawayo with its 7,000-8,000 inhabitants?

These first impressions gradually faded, but up to the first week of my leave they became completely obliterated.

I stayed awhile in Devon, and luxuriated in the sheer loveliness and loveliness of it; after a day or two I found a stout engine and a set of Dunlop-shod wheels under me, and took the road myself. And now—tell me—what, in the name of Mike, are you fellows grousing at?

I had insistently and repeatedly read and heard of road traffic congested to the point of saturation; the officiousness of the police; innocent motorists hounded for speeding; and persecuted for making a noise; cars crushed off the roads by devastating jinxernauts of omnibuses; ghastly accidents at every corner; roadhogging rampant; and roads perhaps goodish in parts but otherwise often a disgrace to the advanced civilization of to-day.

Really Well Off.

Well! What do you want? You certainly do not know when you are well off. Have you ever tried driving 600 miles without passing a village, a pub, or an A.A. Scout, and that over roads that would make the driver of any army tank boggle? Have you ever left your car and walked two hours to a

village to find a dozen oxen to pull it through the river and up the boulder-strewn, crumbly precipice on the other side?

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I stayed awhile in Devon, and luxuriated in the sheer loveliness and loveliness of it; after a day or two I found a stout engine and a set of Dunlop-shod wheels under me, and took the road myself. And now—tell me—what, in the name of Mike, are you fellows grousing at?

I had insistently and repeatedly read and heard of road traffic congested to the point of saturation; the officiousness of the police; innocent motorists hounded for speeding; and persecuted for making a noise; cars crushed off the roads by devastating jinxernauts of omnibuses; ghastly accidents at every corner; roadhogging rampant; and roads perhaps goodish in parts but otherwise often a disgrace to the advanced civilization of to-day.

Really Well Off.

Well! What do you want? You certainly do not know when you are well off. Have you ever tried driving 600 miles without passing a village, a pub, or an A.A. Scout, and that over roads that would make the driver of any army tank boggle? Have you ever left your car and walked two hours to a

village to find a dozen oxen to pull it through the river and up the boulder-strewn, crumbly precipice on the other side?

Have you ever had twenty-seven thorn punctures in one day, and mended twenty-five of them yourself, the earlier numbers of the series occurring in a temperature of 120 degrees?

Anyhow, that is neither here nor

there as regards my glorious motor-ing leave in England.

I went to London. Traffic here and thereabouts is certainly a bit thick, but moves much faster than I had expected, and is most excellently controlled, and driving there is easy, provided one exercises a modicum of common sense and does not get flustered. Again, there are Birmingham and Glasgow, where also the traffic is on the thick side, though considerably slower than that of London, but less said about them the better.

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PRINCE'S NEW 'PLANE.

AN ENCLOSED CABIN AND 100 M.P.H.

SECOND PASSENGER.

The Prince of Wales has ordered for his own use a new type of aeroplane, which will allow him to take even more advantage of air transport for fulfilling his engagements.

The new aeroplane is a De Havilland Puss Moth.

It is the first machine owned by the Prince which has a totally enclosed cabin, and he will be able to travel in it without changing into flying kit. Other advantages of special importance to the Prince are the large luggage space, the high cruising speed, the silence of the cabin, and the accommodation for a second passenger.

In his Puss Moth the Prince will be able to talk with his pilot without raising his voice higher than would be necessary in a railway train—and this, while cruising at 100 m.p.h., or about 10 m.p.h. faster than his old machine.

Another feature of the Prince's new aeroplane will be the air brakes. The machine has such a high aerodynamic efficiency that it glides at an extremely small angle. Consequently, in order that it may be able to land in a small field, it is fitted with under carriage strut fairings which can be twisted until they are flat against the relative airstream, thus checking the aeroplane's motion through the air and killing the flat glide.

"A Disaster."

We are faced with a grave problem in these closely packed districts of inner London," said Dr. Salter, "and I implore the Commission not to make any recommendations which would aggravate the problem by encouraging further drinking. Any extension of hours would be a disaster."

One hope for the future, said Dr. Salter, was that when the modern young man wanted a motor-bicycle, he bought it on the instalment system and did not spend the money on drink. When he was older, the young man of to-day would not, he thought, drift back into "the ways of his forebears."

BAD COOKING CAUSE OF DRINKING.

ALCOHOL SOUGHT AS REMEDY FOR INDIGESTION.

Bad cooking as a cause of drinking was suggested by Mrs. C. H. Sewell, of Bristol, a member of the Western Temperance League Committee, when she gave evidence before the Licensing Commission.

"Very little pains are taken, especially by young married women, to make meals palatable and wholesome," Mrs. Sewell said, "and the indigestion which often results calls for something that will dull the discomfort. Alcohol is often that 'something.'"

Mrs. Sewell added that drinking appeared to be on the increase among women. Factory girls, unable to imitate the Society cocktail devotee, were taking rather kindly to cheap port.

£11 4s. Per Head.

Dr. Alfred Salter, M.P. for West Bermondsey, declared that the poorer the borough and the worse the social environment the greater was the expenditure on drink. After explaining that the borough he represented was the poorest in London, Dr. Salter went on:

"The people are spending far more on drink than they can afford. The amount paid for alcoholic drink in Bermondsey exceeds the amount spent on bread, milk, rent and rates all put together. In 1924-25, the total expenditure on alcoholic drink was £1,335,000. This represents £11 4s. per head compared with £7 4s. for the whole of Great Britain."

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RAIL CRASH CAUSED BY COINCIDENCE.

THREE SEPARATE FAILURES BY EMPLOYEES.

FRANCE'S POLICY DENOUNCED.

CRITICISM OF NEW CHINA TREATY.

Paris, July 25.

The new treaty governing the relations of French Indo-China and the Chinese Government, is sharply criticised by the *Echo de Paris*, which declares it threatens the stability of Indo-China, and hopes the French Parliament will not lightly ratify it.

The paper contends that to do so would only increase the serious difficulties facing France, and concludes—"The truth is that by his concessions to the detriment of Indo-China, the Foreign Minister is trying to effect a modification of the Nationalist policy at Nanking, which demands the abandonment of our concession at Shanghai, *et cetera*; but nothing will modify Nanking's demands, unless it be the fall of that Government. Moreover, as between Shanghai and Indo-China, it is absurd to decide in favour of Shanghai."—*Reuter*.

DETECTIVE STORY TALKIE.

TELEGRAPH" SERIAL AT THE CENTRAL THEATRE.

Many of our readers will be especially interested in the next change of programme at the Central Theatre, "The Canary Murder Case," as the *Telegraph* secured the local rights for this thrilling detective story by Philo Vance, and published it as a serial during the latter part of 1928.

At the time of its publication, it was stated that "The Canary Murder Case" was the best selling detective story of the year, and the fact that it has been selected by Paramount Pictures as an ideal play for the "talkies" further adds to the popularity of the author.

The first screening will take place on Tuesday, July 29th.

A jury at Carlisle Assizes awarded £850 damages to Mrs. Florence Edith Nixon together with £100 for her son and £50 for her daughter, against Mr. George Little, of Congress Garage, Carlisle, in respect of the death of her husband. Negligence was alleged against Mr. Little in relation to a motor-car accident which occurred on the night of December 23 to a car which he was driving from Penrith to Carlisle.

EMPEROR OF JAPAN BAND.

BROADCAST FROM MANILA THIS EVENING.

The Canadian Pacific Steamships, Ltd., have received a telegram from its Manila office regarding the band which has been engaged for the new luxury liner Empress of Japan.

This states that the band is sailing by the President McKinley on August 2nd for Hongkong, and that it has successfully broadcast for the Radio Corporation. The performance is being repeated from 6 to 7 p.m. to-day (Saturday) on long wave 425 and short wave 31 metres. It is suggested that local radio fans should listen for this broadcast.

BLIND MAN IN A NEW WORLD.

SIGHT AFTER THIRTY YEARS OF DARKNESS.

SPECIALISTS FAIL.

A man whose sight has been almost miraculously restored to him after 31 years is looking upon a new world that is stranger and more wonderful than he had ever imagined.

He is Mr. J. F. Fish, a well-to-do New York business man, who, while on honeymoon in 1899, was struck by a falling tree, an injury blinding him by paralysing the optic nerves. For three decades specialists were engaged in vain attempts to restore his sight, Mr. Fish spending £10,000 in the quest.

Wife Faints with Joy.

While sitting at home listening to his wife reading, vision suddenly returned to the left eye. It was veiled, but sufficiently strong to enable him to recognise objects.

"A wonderful thing has happened, my dear," he exclaimed. "I can see you again."

Mrs. Fish was incredulous, but when her husband was able to identify objects in the room, she faints with joy.

"How different my wife seemed from what I had expected," said Mr. Fish, describing the new world he had discovered. "All these years I had retained the image of her as she was when a girl, but she's more beautiful to me now."

"Friends of a lifetime almost bewildered me, now I can see their faces. I feel like a visitor from another planet—all at sea. The only things in the world that remain the same are the flowers, the trees and the sky. Everything else startles me."

Unrealised Perils.

"I was astonished not to find women wearing bustles, or men with side-whiskers, as they were when I lost my sight. I wondered what had happened to the little horse-cars that used to run on the streets. I'm appalled, when I see the height of the skyscrapers and watch the traffic tearing about, to realise that this is the perilous city I've been living in all these years."

"I knew about all these changes, of course, and discussed them, but never actually realised them till now."

Despite the handicap of lost sight, Mr. Fish has made a success as a teacher and business man. It is hoped that the restoration of his sight will be lasting.

The Pope gave audience to Cardinal Pacelli, Secretary of State, at the customary morning conference, and said: "We are informed that a section of the British and American Press is reporting us as a very sick man. Let this report go unrefuted, but should those newspapers insist, then please make it known that the Pope seldom worked so hard as at present. Work makes us feel as we feel after climbing mountains. The harder the climbs were the better, because we felt better afterwards. Work stimulates our energies and stimulates us to do more."



"Well, of course, I don't do business that way as a rule—but if you'll be sure to send me a cheque as soon as you get back from your honeymoon—"

THE DOG LEFT IN THE CAR.

PASSE-BY STRUCK BY BROKEN GLASS.

The suggestion that it was dangerous to passers-by to leave a dog unattended for any considerable time in a motor-car parked in a street was made during the hearing of a case in the King's Bench Division.

Mr. Oliver George Fardon, a draughtsman, of Vivian-road, Wembley, Middlesex, was suing Mr. and Mrs. S. Harcourt-Rivington, of Langham-street, W., for damages for personal injuries.

Mr. Fardon's case was that he was walking in Somerset-street, Oxford-street, W., in April last year when an Airedale in Mr. and Mrs. Rivington's car, which was parked near the kerb, smashed the glass panel. A splinter of the glass cut Mr. Fardon's left eye which had to be removed.

It was alleged that Mr. and Mrs. Harcourt-Rivington were negligent in leaving their dog unattended in the car for more than an hour.

Mr. and Mrs. Rivington denied negligence, and said that Mr. Fardon brought the injury on himself by testing the dog.

Mr. Fardon denied this.

Mr. Martin O'Connor appeared for Mr. Fardon, and Mr. T. Eales, K.C., and Mr. Wilfrid Bennett for Mr. and Mrs. Rivington.

Docile Dog.

Mr. Eales for the defence, said that the dog was docile and used to being left alone in the car.

Mr. Harcourt-Rivington stated that he could not understand why his wife was joined as a defendant. The car and the dog were his. Since the accident the dog had mysteriously disappeared.

Mr. Justice Talbot dismissed Mrs. Harcourt-Rivington from the action. He said, in his summing-up, that the chances of a similar accident happening again, were about a million to one.

The jury returned a verdict in favour of Mr. Fardon and awarded £2,000 damages. Judgment was entered accordingly, with costs against Mr. Harcourt-Rivington. A stay of execution was refused.

TO BE SOMEONE ELSE.

(Continued from Page 6.)

burg tells us. It was sunset time and Lincoln had his back to the sunset. And he met—another driver with a two-horse wagon.

Both knew, whoever turned out would be up to the hubs in mud, almost sure to get stuck in the mire. "Turn out," the stranger shouted. "Turn out yourself," called Abe. The other fellow refused. Then Abe, with his back to the sunset, began to rise from his seat in the wagon, rising and rising, his tall shape getting longer and longer against the setting sun, and saying as his form lengthened, "If you don't turn out I'll tell you what I'll do."

The other shrieked, "Don't go any higher. I'll turn out." And after he had struggled through and passed Lincoln, he called back, "Say, what would you have done if I hadn't turned out?" Lincoln answered, "I'd have turned out myself."

A bit of good sense and self-endearment may prove the best means of conquest over this strange desire of everyman. R. M. B. in the *Christian Science Monitor*.

The Very Idea!

Gentleman (to porter at railway station)—"Can I get any liquid refreshment here?" Porter—"No, sir, only tea and coffee."

The minister having for some reason failed to appear at the hour for service at a church in a Highland glen, one of the elders, a sheep farmer, entered the pulpit to conduct the service.

He got through the preliminary exercises without mishap, and then gave out the text—"I am the good shepherd." Three times he repeated the words, "I am the good shepherd," but could proceed no further.

"No, no, Donald, you better come doon," said a member seated in a front pew; "you're just a common sheep like one of ourselves."

Caretaker (to absent-minded Professor)—"You've made a mistake, sir. Your lecture's for tomorrow night; though judgin' by the tickets we've sold, you might as well give it now!"

"Do you want a plumber, lady?" asked the man with the tools.

"Do I want a plumber? I wrote last April," exclaimed the lady in indignation.

"Wrong house, 'Arry. Party we're lookin' for wrote last March."

Docile Dog.

Oliver Wendell Holmes once perpetrated an atrocious pun when asking Abraham Lincoln to respond to a toast at a small impromptu dinner.

All the gentlemen were in dress suits except the distinguished guest, whose first words were:—"I make the same plea, gentlemen, in extenuation of my dress as I do of that joke you have just heard; it is Holmes' pun."

"W'y, mate," said one navvy to another, "wot's that yer eaten—a bloomin' rollin' pin?"

"No, Bill," said the other, "it's a pie. The missus is away, so I made it myself."

"But w'y did yer make it so long?"

"Well, 'ow the devil else d'yer think I could get the rhubarb into it!"

An English gentleman and his daughter were spending a holiday in the Macdonald country.

One day while out fishing they were caught in a sudden downpour of rain, whereupon the gentleman asked the gillie who accompanied them whether he could get a macintosh for his daughter.

After a few moments of profound consideration, the gentleman replied—"Weel, sir, I'm no' very sure that I could get a Macintosh for her, but I think I could get a Macdonald."

A quixotic naval commander who so sympathised with a drummer-boy deserter that he took him for a holiday to his estates in Yorkshire, was bound over at Marylebone and ordered to pay 20 guineas costs.

Accused was George Bryan Palmer (45), of Independent means, and whose address was given as the United Services Club, Pall Mall.

A solicitor said that in 1928 a 14-year-old boy named Robert John Williams enlisted and was posted as a drummer to the King's Own Yorkshire Light Infantry. In May, 1929, he deserted, and in June, wearing a civilian suit, he met Mr. Palmer late one night in Edgware-road. Mr. Palmer next day saw the boy's parents in Wilkinsons-street, Clapham, and on being told the lad was a deserter he said he had plenty of money and would go to the War Office and try to buy the boy out.

The Time of his Life.

He did go to the War Office, but next day he took the lad to Yorkshire for 10 days. Later the boy disappeared from London and was arrested at Brighton for larceny. Williams was bound over and was discharged from the Army.

Mr. C. Humphreys, counsel defending, said Mr. Palmer realised that he had acted foolishly. He had been interested in boys' brigades and boy scouts since he left the Navy. This boy was very miserable, apparently out of work and in tears when he met him, and rather quixotically he gave him, food and money and promised to try and get him out of the Army. The boy said he had not had a holiday for years, so he took him to his large estates in Yorkshire, bought him a cricket bat and a shot gun, turned him out among the village children, and gave him the time of his life for ten days. Then he brought him back to London and said, "Now go back home and give yourself up" and take your punishment like a man." Instead of that he disappeared.

POWELL'S ANNOUNCE A NEW ASSORTMENT OF

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MAN TO MAN.

"JEEVES SUGGESTED FINDLATER AS BEING THE RIGHT WHISKY TO



LONDON SERVICE

"AENEAS" 5th Aug. M'les, L'don, R'dam & Glasgow
"PHILOCTETE" 19th Aug. M'les, Casablanca, London, R'dam & Hamburg

LIVERPOOL SERVICE

"DARDANUS" 21st Aug. Genoa, Havre, L'pool & Glasgow
"NELEUS" 6th Sept. Havre & Liverpool

PACIFIC SERVICE

via Kobe & Yokohama
"TYNDARUS" 2nd Aug. For Victoria, Vancouver & Seattle
"PROTEUS" 23rd Aug. For Victoria, Vancouver & Seattle

NEW YORK SERVICE

"RHEXENOR" Sail 22nd Aug. For New York, Boston & Baltimore via Suez

INWARD SERVICE

"LYCAON" 4th Aug. S'hai, M'gao, Kobe & Yokohama
"OANFA" 12th Aug. Shanghai & Hankow

PASSENGER SERVICE

"SARPEON" Sails 27th July D'light For S'hai, Tsingtao, Wuwei, Taku & Dairen

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	Fooshing	Wed 30th July at 10 a.m.
	Kwaisang	Sun 3rd Aug at 10 a.m.
	Hopsang	Wed 6th Aug at 10 a.m.
TO SINGAPORE PENANG & CALCUTTA	Yuenjang	Tues 29th July at noon.
	Kumsang	Wed 6th Aug at 3 p.m.
	Huisang	Fri. 15th Aug at 3 p.m.
TO OSAKA via AMOY, SHANGHAI & KOBE	Suijang	Sun. 27th July at 9 a.m.
TO OSAKA via AMOY, MOJI & KOBE	Kutsang	Tues 19th Aug at 7 a.m.
TO SANDAKAN	Namsang	Tues. 5th Aug at 7 a.m.
TO TIENTSIN via SWATOW & FOOCHOW	Mausang	Thurs. 31st July at noon.
	Hinsang	Thurs. 14th Aug at noon.
	Cheongshing	Sun. 27th July at 7 a.m.
	Chipping	Tues. 5th Aug at 7 a.m.

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D'ARTAGNAN..... 12th Aug.
ANGERS..... 26th Aug.
SPHINX..... 16th Sept.
G. METZINGER..... 30th Sept.
ANDRE LEBON..... 14th Oct.
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7.00-9.00 p.m. European programme of Columbia records selected and supplied by Messrs. The Anderson Music Co.
An Old Time Music Hall.
The Variety Singers. (G1052). Painting The Clouds with Sunshine. Tip Toe Through the Tulips with Me. Layton and Johnston Duet. (G708). Concert Waltz in A. Witches Dance-From "Le VIII." B. B. C. Wireless Symphony Orchestra. (9114). A Man of My Own. I Like to Do Things for You. Betty Bolton (Contralto). (DB126). The Shamrock-Irish Selection. H. M. Grenadier Guards. (9246). Mississippi Bubble. Nigger Town. Vibrante Banjo Solo by Ernest Jones. (5683). The Thistle-Selection of Scottish Melodies. H. M. Grenadier Guards. (9012). Just One Hour of Love. Believe Me. Irene Bordoni (Comedienne). (5736). Iolanthe-Vocal Gems. Columbia Light Opera Company. (DX17). Stein Song. If I Were King. Harold Williams and Chorus. (DB118). Voyage in a Troopship. H. M. Grenadier Guards. (DX8). Madame Butterfly-Humming Song. La Gioconda-Pasta E Panc. La Scala Chorus of Milan. (4801). Show of Shows-Selection. Royal Cinema Orchestra. (DX15). Estrellita (star of love). From the Canebrake. Albert Sammons (Violin Solo). (5682). Light of Foot-March. With Sward and Lance-March. H. M. Grenadier Guards. (DB32). William Tell Overture, Dawn and the Storm. H. M. Grenadier Guards. (5085). 9.00 p.m. Weather report. 9.01-9.30 p.m. William Tell Overture, the Calm and finale. H. M. Grenadier Guards. (5059). Twilight on the Waters, valse lente. The Piccanninny's Picnic.

J. H. Squire Celeste Octet. (DE2). Three Dances from Henry VIII.

1.

Morris Dance.

2.

Shepherd's Dance.

3.

Torch Dance.

Bournemouth Municipal Orchestra. (5577).

Maritana Overture. Columbia Symphony Orchestra. (50071-D).

9.30 p.m. Dance programme.

Extra Waltz. My Flame of Love.

1. Foxtrot.

The Egg Song.

Just the Type for Me.

2. One-step.

I'll Never Ask for More.

When the World is at Rest.

3. Foxtrot.

Song of the Dawn.

It Happened in Monterey.

4. Waltz.

Eleanor.

Tendleyo.

5. Foxtrot.

Happy Days.

Kansas City Kitty.

6. One-step.

Ragamuffin Romeo.

I Like to Do Things for You.

7. Blues.

High Society Blues.

Mediterranean Blues.

8. Foxtrot.

A Vagabond Song.

On the Sunny Side of the Street.

9. Waltz.

Another Kiss.

Because I'm Fond of You.

10. Blues.

The Lonesome Road.

How About Me.

Extras.

Putting on the Ritz

With You.

11. Foxtrot.

After You've Gone.

Nobody's Sweetheart.

11.30 p.m.

There will be an interval of two to three minutes between dances.

12. Waltz.

Forever.

Goodnight.

11.30 p.m. Close down.

Sunday's Programme.

To-morrow's radio programme to be broadcast by Z.B.W. on a wavelength of 355 metres:—

10.00-11.00 a.m. Church Service relayed from St. Joseph's Church.

11.00-1.00 p.m. Chinese record programme.

1.30 p.m. Weather report.

9.00 p.m. Weather report, time and news bulletin.

9.05-10.30 p.m. European pro-

10.30 p.m. Close down.

MEXICAN QUAKE.

INHABITANTS THROWN INTO A PANIC.

New York, July 25.

A message from Mexico City states that earthquake shocks occurred last night at Pinotepa, in the state of Oaxaca, preceded by subterranean rumblings and torrential rain.

The inhabitants rushed out of their houses in a panic.

There were no casualties.

—Reuters' American Service.

CANADIAN PACIFIC

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Leave	Leave	Leave	Leave	Arrive
Aug. 7	Aug. 10	Aug. 12	Aug. 23	Aug. 23
Aug. 20	Aug. 23	Aug. 26	Sept. 6	Sept. 6
Sept. 4	Sept. 7	Sept. 9	Sept. 11	Sept. 19
Sept. 17	Sept. 20	Sept. 23	Sept. 25	Oct. 4
Oct. 2	Oct. 5	Oct. 7	Oct. 9	Oct. 17
Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1
Oct. 30	Oct. 2	Nov. 4	Nov. 6	Nov. 14
Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 29
Nov. 27	Dec. 2	Dec. 4	Dec. 12	Dec. 27
Dec. 10	Dec. 13	Dec. 16	Dec. 18	Jan. 1
Dec. 25	Dec. 28	Dec. 31	Jan. 1	Jan. 24
Jan. 7	Jan. 10	Jan. 13	Feb. 1	Feb. 13
Jan. 29	Feb. 1	Feb. 3	Feb. 5	Mar. 14
Feb. 25	Feb. 28	Mar. 3	Mar. 5	Mar. 14

(Call at Nagasaki the day after departure from Shanghai.)

HONG KONG—MANILA

Leave	Arrive
Hong Kong	Manila
EMP. OF ASIA Aug. 12	Aug. 14
EMP. OF CANADA Aug. 27	Aug. 29

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SEATTLE, VICTORIA via Shanghai & Japan Ports

Yokohama Maru Tuesday, 5th Aug.

LONDON, MARSEILLE, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez

Hakusan Maru Saturday, 26th July.

Haruna Maru Saturday, 9th Aug.

SYDNEY & MELBOURNE via Manila & Ports

Kitano Maru Tuesday, 19th Aug.

Atsuta Maru Tuesday, 23rd Sept.

BOMBAY via Singapore, Panang & Colombo

Rangoon Maru Monday, 28th July.

Tama Maru Monday, 11th Aug.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu

Los Angeles, Mexico & Panama

Rakuyo Maru Monday, 28th July.

SOUTH AMERICA (EAST COAST) via Singapore

Capetown & Ports

Bingo Maru Wednesday, 6th Aug.

NEW YORK, BOSTON via Panama

Atago Maru Saturday, 2nd Aug.

LIVERPOOL via Port Said, Constantinople

Genoa & Marseilles

Delagoa Maru Monday, 11th Aug.

CALCUA via Singapore, Penang & Rangoon

Yamagata Maru Tuesday, 29th July.

SHANGHAI, KOBE & YOKOHAMA

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Atsuta Maru Tuesday, 29th July.

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Steamship "CARNARVONSHIRE" 29th Aug.

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Motor Vessel "GLENLUCE" 29th Sept.

Steamship "PEMBROKESHIRE" 10th Oct.

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THE VOLUNTEERS.

ORDERS FOR THE COMING WEEK.

No. 30/30. Hongkong Volunteer Defence Corps Orders, by Major H. B. Dowbiggin, Commanding Hongkong Volunteer Defence Corps—
Hongkong, July 25.

Parades.

- (a) Corps Band. Until further orders the Corps Band will parade twice a week at Headquarters, namely on Mondays and Thursdays at 6 p.m. (repeated).
- (b) Battery. There will be a lecture on Thursday, July 31st at 5.30 p.m. at Headquarters by Major C. T. Bayham, D.S.O., R.A.
- (c) Engineer Company. The RE rifle meeting, which was postponed on the 20th, will take place on Sunday, 27th July. All members of the Engineer Company have been informed individually to this effect. Members are reminded that a miniature range shoot takes place every Monday at 5.30 p.m.
- (d) Corps Signals. The Signal Class will parade at Corps Headquarters at 5.30 p.m. on Thursday, 31st July.
- (e) Machine Gun Troop. Parade on Thursday, 31st July at 5.30 p.m. at Causeway Bay Stables.
- (f) Armoured Car Company. Car Section. The following will parade at Kowloon Railway Station at 5.30 p.m. on Friday, 1st August for driving instruction on No. 2 Armoured Car.

Sergt. E. D. Lubrousse
L/Cpl. J. S. Flegg
Pte. E. J. J. Spradbury
Pte. A. G. Clarke.

All other ranks will parade at Headquarters at 5.15 p.m. for instruction on No. 1 Car under Cpl. A. Nissim.

Motor Cycle Section. Parade at Headquarters at 5.30 p.m. Friday, 1st August for instructional ride and dismounted action en route. (Weather permitting). Should weather condition be adverse, machine gun instruction will be held.

(g) Machine Gun Company. N. C. O's Classes will be held on Tuesday, 29th July (lecture) and Friday, 1st August at Headquarters at 6.30 p.m. Dress-Mufl.

Rifle Club. The next Inter-section shoot will be held at the Peak Range on Sunday, August 10th, at 9.30 a.m. Range Officer—2/Lieut. E. G. Stewart.

Parade Attendances.

O's. C. Companies etc. are reminded that the compilation of the Corps Parade Attendance Roll is, through the rendition of their returns, their own responsibility.

They are requested, to check, as soon as possible, their Company, etc. Attendance Registers, with the Corps Register, to ensure that all attendance have been recorded. This can be done at any time on application to the Registration Clerk, in the absence of the Adjutant and the Corps Sergeant-Major.

Leave.

No. 458 Sergt.-Major R. H. G. Charles, Machine Gun Troop, from 20.7.30 to 31.8.30.

No. 1542 Pte. Stephen Balfour, Machine Gun Troop from 19.7.30 to 19.9.30.

Struck Off.

Having completed 3 years' service No. 635 Pte. J. Waid, Scottish Company, as from 15.7.30.

Firing Point Registers.

The use of the old Register of scores made on Miniature Range will be discontinued forthwith; in future a supply of proper Firing Point Registers will be kept in the Miniature Range, and will be used whenever firing takes place, and forwarded to the Adjutant on completion of the

NEW APARTMENTS AT CAUSEWAY BAY.

A RESIDENTIAL DISTRICT BEING DEVELOPED.

There has been a marked change in the Causeway Bay district, where the hillside is gradually undergoing development as a number of sites are being prepared for residential flats.

The district is greatly favoured by investment concerns in view of the crowded state of the Happy Valley district and of the desirability of the Causeway Bay locality serving as an outlet for this congestion.

The latest scheme, by the Sincere Company, has to do with the construction of two extensive blocks of flats along the sloping road leading to the "Dragon terraces". These houses, which will have four flats each, are of reinforced concrete throughout, and have been designed to meet the needs of families of moderate means. Most of the apartments will have three rooms each, in addition to a *de luxe* bathroom, complete with such modern conveniences as slipper-bath, washstand and water-closet. They constitute a new type of modern apartments rapidly coming into popularity.

Construction is well in hand, and it is expected that the buildings will be ready for occupation by the beginning of September.

Mesars. Hall and Hall, of Kayamata Buildings, are the architects.

Practices (repeated).

Equipment Register.

All Members who have not yet signed the new Equipment Register in the Corps Stores will please do so as soon as possible (repeated).

(Sgt.) W. H. G. Gaster, Captain, Adjutant, H. K. V. D. C.

NOTICES.

Promenade Concert Committee. The undermentioned Committee will meet at Headquarters on Tuesday, 29th July at 6.30 p.m. sharp—Captain E. J. R. Mitchell (Chairman), Captain A. M. Thornhill (Bar Convenor), Captain R. R. Davies (Musical Programme), 2/Lieut. D. L. Strellett (Band President), R. S. M. H. West (C. M. M. (Ground & lighting).

Sergeants' Mess Committee Meeting. There will be a meeting of the above committee at Headquarters on Thursday, 31st July at 6 p.m.

Leave.

No. 458 Sergt.-Major R. H. G. Charles, Machine Gun Troop, from 20.7.30 to 31.8.30.

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CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBROUGH, ANTWERP, LONDON and STRAITS.

The Steamship,

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No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st August, 1930 will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 15th August, 1930 or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st July, 1930 at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD. Agents.

Hongkong, 25, July, 1930.

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NAVIGATION CO., LTD.

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are hereby notified that their cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The cargo will be ready for delivery from Godown on and after 25th July.

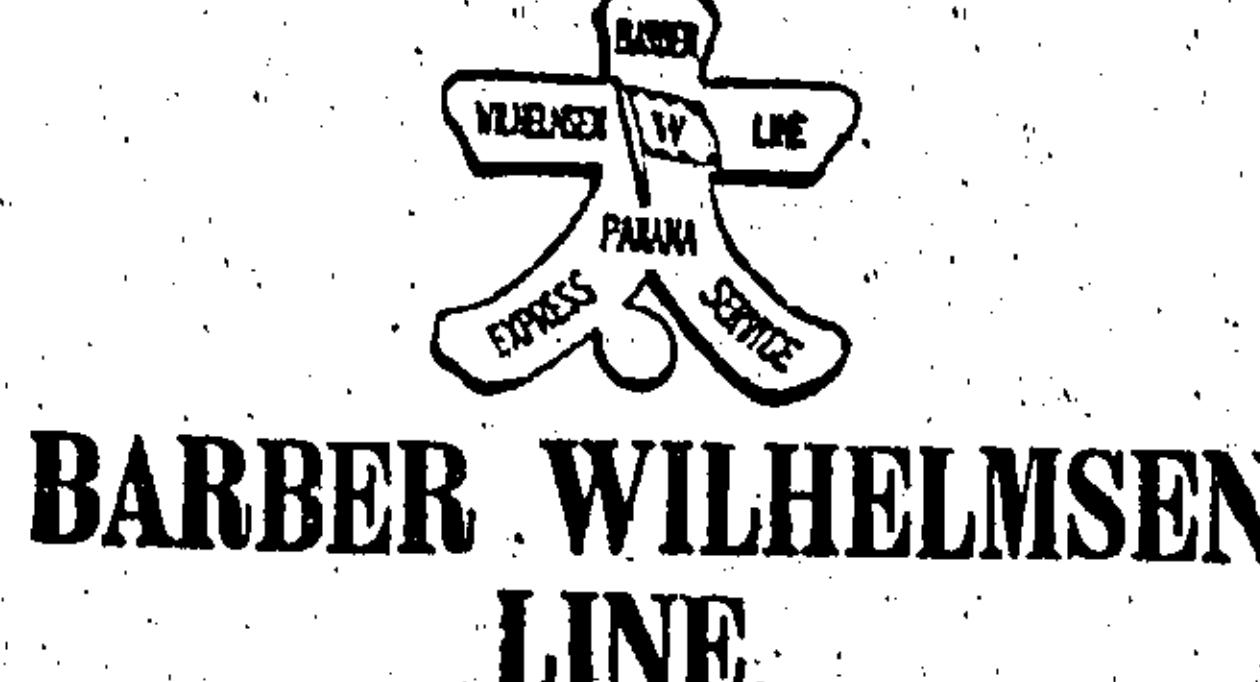
Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried from port to port to the final port of call to which the option extends. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 31st July, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 14th August, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th July, 1930.



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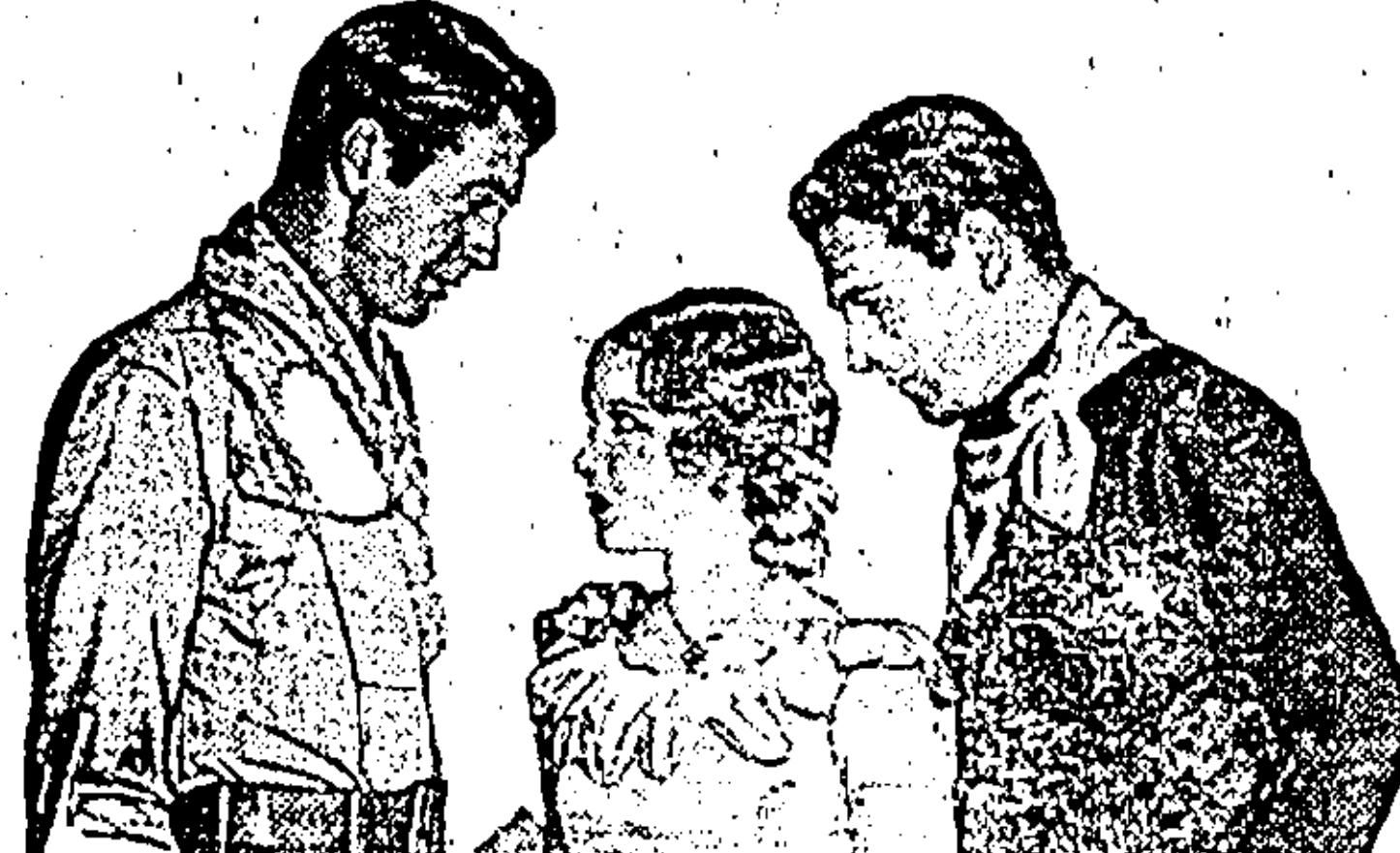
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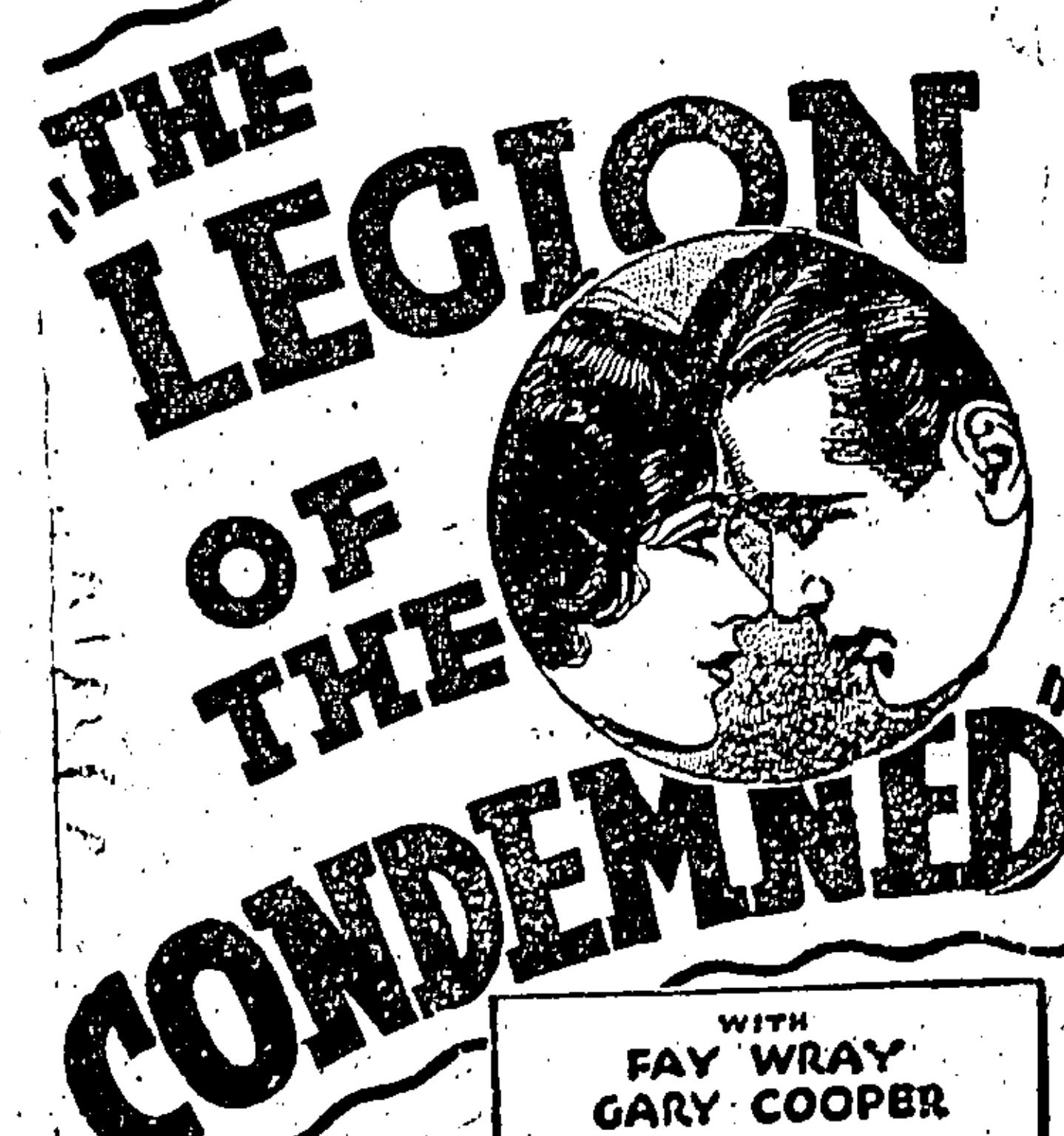
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A Thrilling, daring
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with the appeal of
"Beau Geste" and
"Wings," combined.
Featuring the screen's
Glorious young lovers.
Directed by a man who
himself was an ace.

Special music under the direction
of Prof. H. E. Nicholson.

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FRANKLIN, at 1 and 3 Wyndham Street, in the City of Victoria
Hongkong.

DERBYSHIRE BEAT SURREY.

(Continued from Page 1.)
batted first and made 147, Free-
man taking six for 80. The game
ended with Kent's score at 207 for
nine, White having taken seven
for 81.

Lancs. v. Essex.
Lancashire declared their first
innings at 261 for eight and at-
tempted to force the issue after
Essex had been dismissed for 139.
Hopwood was in fine form and took
five Essex wickets for 18 runs.
Going in again Lancashire con-
tent themselves with making 68
for one wicket and then declaring
again. The bold policy failed,
however, Essex making 68 for the
loss of no wickets before play
ended.

Middlesex v. Warwick.
Hulme carried his bat for 117
for Middlesex when the team was
dismissed for 338. Paine taking 5
for 98. Warwick only made 179 and
they had to follow on, making 37
for the loss of two wickets in the
second innings.

Leicester v. Glamorgan.
There was no play at all at
Leicester on Wednesday and
Thursday. To-day Glamorgan
went in to bat and made 137. Astill
taking four for 34. Leicester made
137 for six wickets before play
came to an end.—Reuter.

To-day's Matches.
The following matches are start-
ing to-day:

Surrey v. Kent at the Oval.
Essex v. Derbyshire at Leyton.

Leicester v. Gloucester at
Ashby-de-la-Zouch.
Notts. v. Middlesex at Notting-
ham.

Yorkshire v. Warwick at She-
field.

Hampshire v. Lancashire at
Bournemouth.

Somerset v. Sussex at Bath.

Glamorgan v. Worcester at
Cardiff.

MORE SEDITION IN INDO-CHINA.

A NEW SECRET SOCIETY DISCOVERED.

A new organisation which has
arisen from the ashes of the old,
arising at the overthrow of the
Government by such violent methods
as characterised the last attempt,
has been discovered by the agents
of the administration of Indo-
China.

The "Courrier Saigonais," a
French journal, last week gave pro-
minence to the fresh disclosures of
revolutionary activities, stating,
inter alia:—We have already an-
nounced that the Surete Service re-
cently discovered the existence in
the province of Bac-Giang, (Ton-
kin) of a new secret association.
It comprises for the most part
members of the former Nationalist
Party, now dissolved in consequence
of the condemnation and execution
of the principal chiefs.

"Members of the new group have
been arrested at Bac-Giang, where
they had reunited to foment fresh
troubles. Eleven arrests were ef-
fected, of whom seven have been
sent to Hanoi and put at the dis-
position of the Political Tribunal."

RUBBER RESTRICTION SCHEME.

PROPOSALS RECEIVE WIDE SUPPORT.

London, July 25.
The recommendation of the
Anglo-Dutch Linison Committee
have been adopted by the Council
of the Rubber Growers' Association
and the majority of the representa-
tives of the Dutch and other Con-
tinental producers.—Reuter.

EARTHQUAKE IN NEW ZEALAND.

NO DAMAGE CAUSED BY SHOCK.

Wellington, July 25.
A sharp earthquake, lasting a
minute, was felt at Westport and
also in a lesser degree in Well-
ington.

No damage was, however, done.—Reuter.

SCOTTISH AMATEUR GOLF.

GREIG AND WALLACE FOR THE FINAL.

London, July 25.
At Carnoustie, in the semi-
finals of the Scottish Amateur
Golf Championship, over eighteen
holes, K. Greig (St. Andrews) by 2
and 1; whilst J. Wallace (Troon
Portland) beat J. McConchie
(Hilton Park) by 5 and 4.—Reuter.

CURIOS ACTIONS OF SALTS.

WELL-KNOWN FRENCH SPA WATERS ANALYSED.

Recent experiments carried out
by Professor Willaret and his
pupils show that the waters of
Chatel-Guyon, a French spa
situated in Auvergne considerably
increase the vitality of the con-
tractile fibres of the heart and the
intestines, and may even maintain
it for some time after those
viscera have been removed from the
organism.

A segment of a rabbit's intestine,
if immersed in this life-giving
fluid, remains sensitive to an
electrical current for more than
forty-eight hours. If its con-
tractility be paralysed by an appro-
priate drug, or again, if the organ
is contracted by a spasm-producing
substance, its normal contractility
may be restored to it by immersing
it in Chatel-Guyon water, which is
thus seen both to revivify intestines
lacking in tone and to relieve those
suffering from spasmodic contraction.

These noteworthy properties of
the Chatel-Guyon waters are due,
more, particularly, to their rich
contents in chloride of magnesium,
though that salt is not to be found
in them in a state of mere dissolu-
tion. It has been shown, indeed,
that the constituent elements of
the chemical compounds mineralising
natural waters are constantly being
combined anew: And this "nascent"
condition of a salt is attended by
active properties, such as no
artificial preparation will ever re-
produce.

It is quite recently that Pro-
fessor Delbet called attention to
the action of the salts of
magnesium, which he claims,
the human organism cannot do with-
out, whereas our all too artificial
modern diet has deprived it com-
pletely of those elements.

In the opinion of that scientist,
magnesium-chloride stimulates the
vital energy of all our organs,
practically rejuvenating the whole
system, not only by stimulating the
functions of the cells, but by
actually setting them to rights
when they are impaired.

TEST MATCH SCORE.

(Continued from Page 1.)

A Stand Made.

With Kippax batting nicely and
with Fairfax at the other end now
the rot stopped for a while and
the next wicket did not fall until
the score had been taken to 239.
Kippax was the sixth man out.
He was caught by Chapman off
Nichols' bowling. He cocked up a
high kick to backward point and
the captain made no mistake.

He had played a courageous
innings but he had as many lives
as cat. Oldfield was also sent
back before play ended for the
day, being clean bowled by a
shorter from Nichols.

Grimmett and Fairfax main-
tained a skillful defence until play
ended for the day, and had no
difficulty in playing out time.
Peebles took two of the Australian
wickets for 115, his length and
break deteriorating. Hammond
took two for 18. Nichols, who
took two for 20, was unlucky but
he maintained a beautiful length.
In the earlier part of the day
Peebles had turned admirably and
seemed to give Woodfull a great
deal of trouble.—Reuter.

A British Wireless message
states that the weather was dull,
the wicket slow and easy and the
outfield very moist. Woodfull and
Ponsford, playing very cautiously,
withstood for two and a half hours
the attack of the English
bowlers who were constantly
changed.

TRouble BREWING IN EGYPT.

A BIG NON-CO-OPERATION MOVEMENT TO START.

Cairo, July 25.
Following King Fuad's virtual
refusal to convene a special ses-
sion of Parliament, the Wafidists
held a "parliament" in the Saadist
Club under the presidency of
Abdel Fahmy, Vice-President of
the Chamber. It adopted a
motion of non-confidence in the
Government.

At the conclusion of the meeting,
Nahas Pasha declared that a non-
co-operation movement, with non-
payment of taxes, would start
immediately.—Reuter.

The following Police changes
have been approved: Inspector
Lane, from Home leave, to Officer
in Charge at Hunghom Police
Station; Inspector Shafrazi, from
Arms Licensing Office to Central
Police Station; Sub-Inspector Ellis,
from Shaukiwan Police Station,
to Arms Licensing Office; Sub-Inspector
Stimson, from O.C. Hunghom Police
Station, to Shaukiwan Police Station;
Lance-Sergeant Madwick, from Lok Ma
Chau Police Station, to Water
Police Station; Lance-Sergeant
Brittain, from Central Magistracy,
to Lok Ma Chau Police Station.

ITALIAN QUAKE CASUALTIES.

(Continued from Page 1.)

ly they are guarding other ruined
towns in the stricken region such
as Aquilona, Lacedonia and
Ariano.—Reuter.

FURTHER CASUALTIES.

Avelino, July 25.
It is now reported that 2,573
people were killed and 1,315 in-
jured in the earthquake of the
province of Avelino alone.—Reuter.

AMERICAN SYMPATHY.

New York, July 25.
The Italian Embassy has been
flooded by telegrams of sympathy
from all over the United States
offering help for the victims of
the earthquake. The Ambassador
has been instructed to decline all
offers with thanks, as his Govern-
ment is meeting the situation
adequately.—Reuter's American
Service.

MUCH DAMAGE DONE.

Treviso, July 25.
Twenty-seven persons were killed
and hundreds injured, while a
number of buildings were wrecked
in the cyclone mentioned earlier.

Villages in the neighbourhood
were severely damaged.

Relief work is most difficult
owing to the interruption of com-
munications.—Reuter.

ALLEGED EXAGGERATION.

We have received the following
communique from the Consulate
General for Italy in Hongkong:

"On the ground of official com-
munications received from his
Government, the Royal Italian
Consul General in Hongkong
stated that the news appearing in
foreign newspapers, about the
death roll and the extent of
damage provoked by the recent
earthquake in Southern Italy, is
almost all exaggerated; and that
the Royal Italian Government has
taken under its care all the
necessary relief works."

FINANCE BILL VOTE IN COMMONS.

COMFORTABLE MAJORITY FOR GOVERNMENT.

London, July 25.
The House of Commons to-day
passed the third reading of the
Finance Bill by 222 votes to 185.
Last month there was considerable
wrangling in the House of Com-
mons over two clauses of the Bill
when the Opposition strenuously
opposed a clause substituting for
an old statutory minute, a statu-
tory provision under which the
representatives and foreign employ-
ees of foreign Governments would
be exempted from income-tax,
but the concession does not apply
to British employees.

The clause was eventually adopted
and the Bill made ready for the
further consideration which took
place to-day.—Reuter.

WEAPONS BANNED IN GERMANY.

PENALTY FOR ARMS TAKEN TO MEETINGS.

Berlin, July 25.
A decree has been issued prohib-
iting, under penalty of a year's
imprisonment, the possession of
"cut and thrust" weapons without
a permit, while persons attending
political meetings with such wea-
pons are liable to a minimum sen-
tence of three months' imprison-
ment.

The decree is in connexion with
the general election campaign
which is now proceeding on ex-
ceedingly bitter lines, clashes be-
tween the partisans of the Ext-
remist groups, particularly the
Communists and National Socialists,
being of almost daily oc-
currence.—Reuter.

R.100 AGAIN ON FLIGHT.

TO LEAVE FOR CANADA VERY SHORTLY.

London, July 25.
The airship R.100 left her base
at Cardington to-night on an
extended flight and will probably
proceed, via Birmingham, Derby
and the Bristol Channel, to the
English Channel. It is expected
that she will fly over London to-
morrow evening before returning to
Cardington. Weather maps are
to be transmitted to the airship
during the night from Cardington.

The airship's next flight will
probably be to Canada, in a few
days' time.—British Wireless.

WILLIAM FOX PRESENTS GEORGE JESSEL in ALL TALKING MOVIE DRAMA

LIVE & LAUGH

With
LILA LEIGH
DALE ROBERTS
HENRY MACRAE

Directed by
William Howard

At the Queen's Theatre

Final Showings To-day

At 2.30, 5.10, 7.15 & 9.20

THE WIDEST RANGE OF PICTURES
IN THE EAST ARE SHOWN AT
THE QUEEN'S THEATRE.

FOX NEWSREEL

MUSICAL

THE LATEST EVENTS OF THE DAY IN SOUND

GEORGE LYONS

AT THE QUEEN'S

Final Showings To-day

At 2.30, 5.10, 7.15 & 9.20

FOUR SONS



with MARGARET MANN, EARLE FOX,
JAMES HALL, JUNE COLLYER.

AT THE WORLD

FINAL SHOWINGS TO-DAY

At 2.30 & 7.15 Interpreter

At 5.15 &